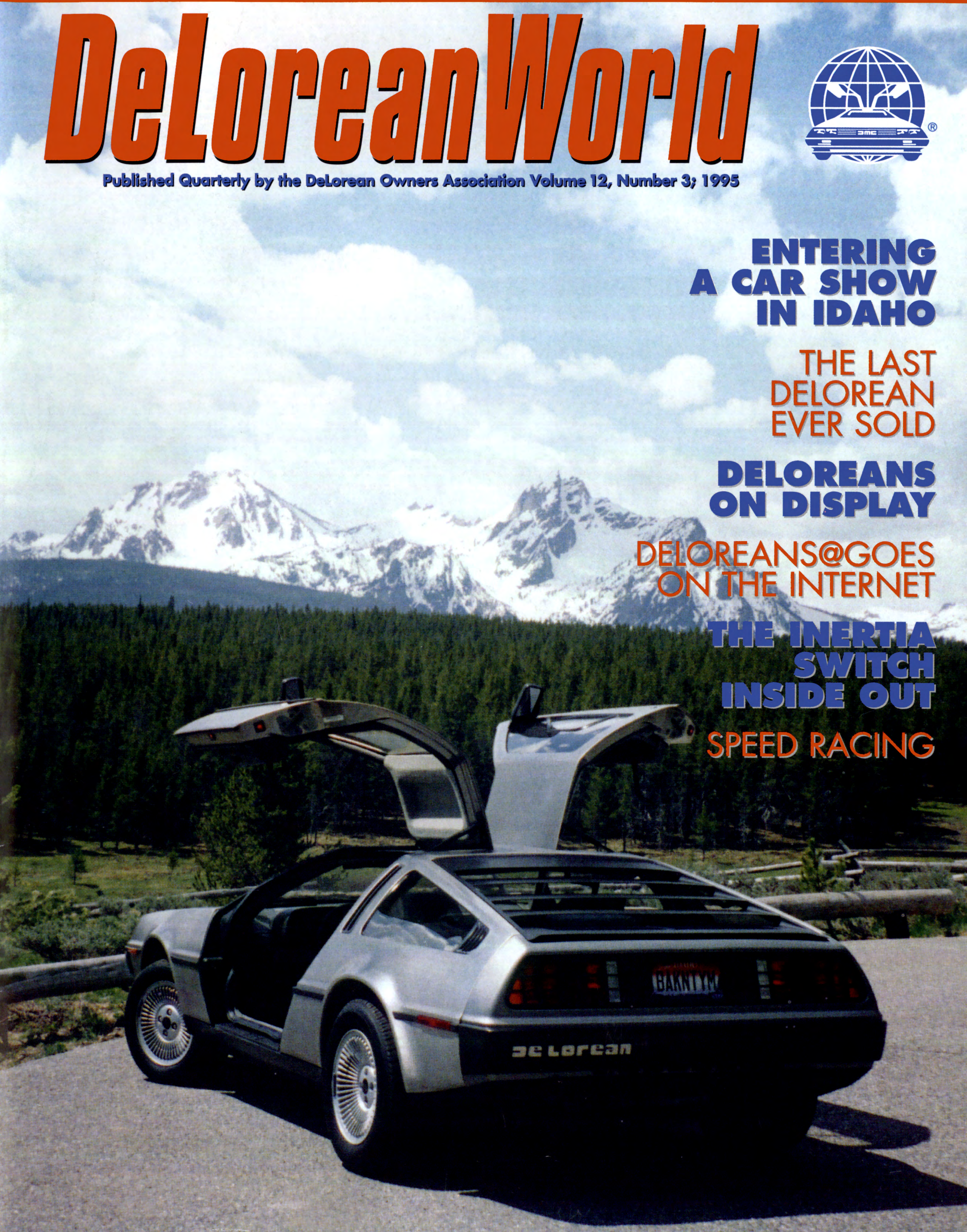
DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 12, Number 3; 1995



ENTERING A CAR SHOW IN IDAHO

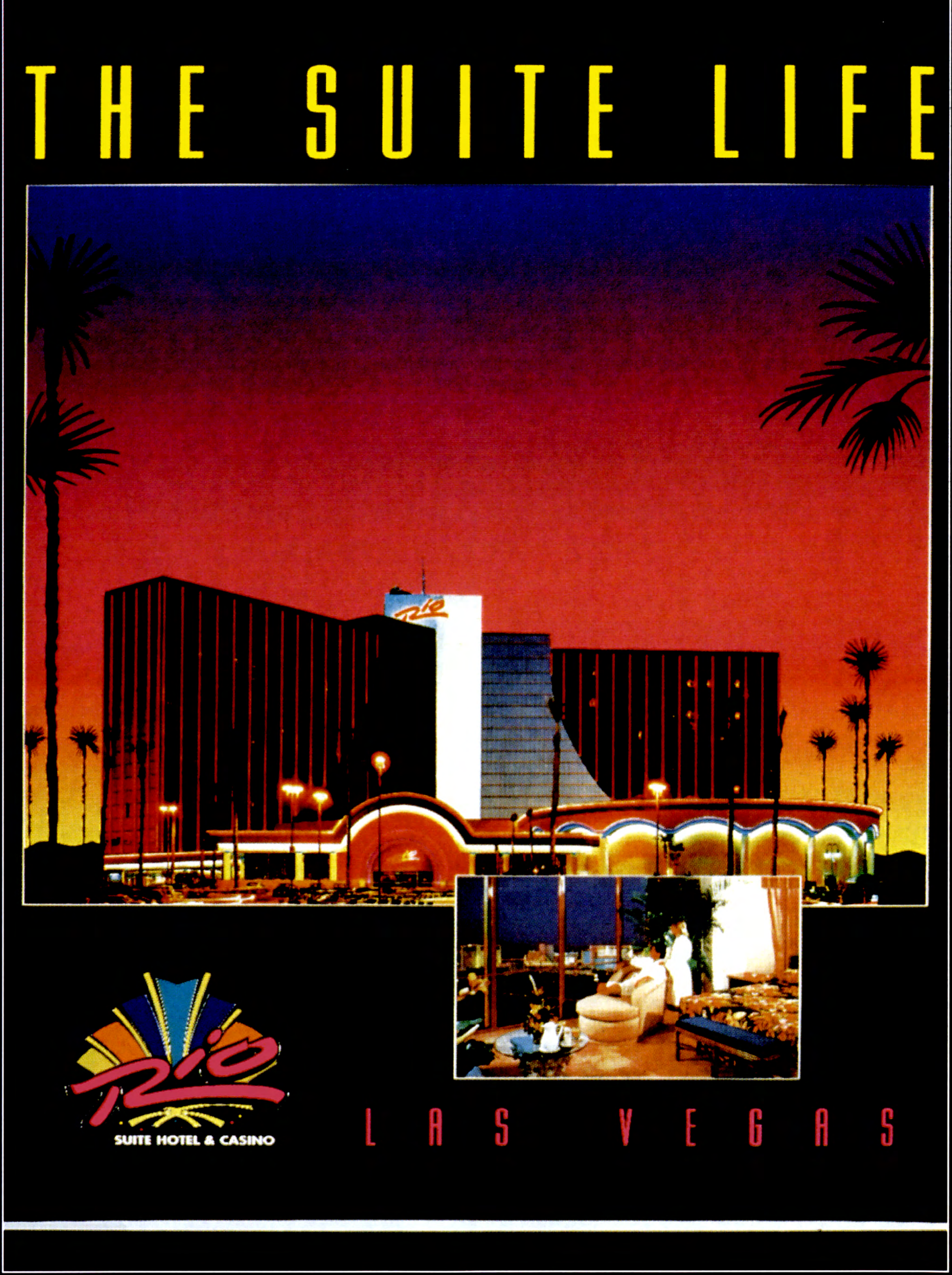
THE LAST DELOREAN EVER SOLD

DELOREANS ON DISPLAY

DELOREANS@GOES ON THE INTERNET

THE INERTIA SWITCH INSIDE OUT

SPEED RACING


THE SUITE LIFE
Rio
SUITE HOTEL & CASINO
LAS VEGAS

MARK YOUR CALENDAR - SEPT. 28 - OCT. 1, 1995

DELOREAN EXPO '95

COVER PHOTO:
Photograph: Barbara Houston
Central Idaho Mountains

DELOREAN WORLD

Volume 12, Number 3; 1995

5
PRESIDENT'S MESSAGE
Your Association moves into the 21st century.

7
TECH QUEST
Fuel tank contamination.

12
BULLETIN BOARD
Future car events. DeLoreans on AOL.

13
REGIONAL NEWS
Chapter 12 on parade. A birth in Chapter 41.

15
ENTERING A CAR SHOW IN IDAHO
A place of honor that's no small potatoes.

16
THE LAST DELOREAN EVER SOLD
VIN 6041. Covered and untouched for 12 years.

18
DELOREANS@GOES ON THE INTERNET
DeLoreans go World Wide Web

20
DELOREANS ON DISPLAY
An honored spot in the International Motorsports Hall of Fame.

24
THE PATH TO MY FIRST DELOREAN
From motorcycles to sports cars, a Corvette owner is "stung".

26
THE INERTIA SWITCH INSIDE OUT
Burnouts and meltdowns.

28
SPEEDRACING
Hooked on rallies. Again.

32
EXPO '95
Don't miss out!

37
CLASSIFIED

DeLoreanWorld

DeLorean World, Volume 12, Number 3; 1995

EDITOR
Jack Balderston

CONTRIBUTING WRITERS
Ed Bernstein
Jim Hales
Barbara Houston
Anthony Ierardi
Frank Lommen
Wendy Peeters
Debbie Spurlin
John Spurlin
David Takeuchi

CONTRIBUTING PHOTOGRAPHERS
Barbara Houston
Anthony Ierardi
Frank Lommen
Robin McNeill
John Spurlin

ADVERTISING DIRECTOR
Bob Weinreb
19806 East Sunset Vista Road
Walnut, CA 91789-5320
(909) 598-0590

DESIGNED AND PRODUCED BY
Jan H. Detanna
Creative Link
Santa Fe Springs, CA

DELOREAN OWNERS ASSOCIATION BOARD OF DIRECTORS
David Knudson, President
John Truscott, Vice President, Technical Director/Membership Director
Linda Porter, Vice President/Activities Director
Mary Lou Knudson, Secretary
Joan Truscott, Assistant Director, Treasurer
Jack Balderston, Editor and Parliamentarian
Marcie Haug, Products Director
Millie Bernstein, Area Regional Chapter Director
Robin McNeill, Historian/International Director
Bob Weinreb, Advertising Director
Lou VonDyl, Insurance Director
Jim Hales, Parade/Show Director
Don Sigler, Concours Chairman
Ed Bernstein, Director at Large
Ray Haug, Director at Large
Barbara Gomez, Director at Large
Tom Gomez, Director at Large
Delores Hales, Director at Large
Kay Myhre, Director at Large
Kjell Myhre, Director at Large
Jon Spurlin, Director at Large
Debbie Spurlin, Director at Large
Sally VonDyl, Director at Large
Susan Weinreb, Director at Large

PRESIDENTS EMERITUS
Kjell Myhre
Gil Moreno
Ed Bernstein
Bob Giedeman

EDITORS EMERITUS
Kay Myhre
Kerry Carmody
Dan DePrez
Ed Bernstein
Bob Giedeman

YOUR FAVORITE DELOREAN PHOTO AND MANUSCRIPT MAY BE IN DELOREAN WORLD (Vertical Format Transparencies for the cover. Transparencies, standard color or black and white for the interior.)

SEND TO: **Creative Link**
Jan H. Detanna
12078 East Florence Avenue
Santa Fe Springs, CA 90670
310 944-4176
310 944-8209 fax

EDITORIAL CONTRIBUTIONS should be sent to DeLorean World, 12078 East Florence Avenue, Santa Fe Springs, CA 90670. Submissions are subject to review and the author should retain a copy. Photographs should be color black and white printed or on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials.

TECHNICAL AND MEMBERSHIP CORRESPONDENCE MAY BE DIRECTED TO
John Truscott
Technical Director
879 Randolph Road
Santa Barbara, CA 93111
(805) 964-5296

CHANGE OF ADDRESS Eight weeks notice is required for change of address. Please send new address and old address with imprint from recent issue to: DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.

SUBSCRIPTIONS DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting John Truscott, 879 Randolph Road, Santa Barbara, CA 93111. (805) 964-5296.

DISCLAIMER

While it is a primary service of the DeLorean Owners Association to disseminate "DeLorean World" technical information, any maintenance techniques or possible modifications published in the DeLorean Owners Association News-magazine should be weighed against conventional, traditional and generally accepted techniques and modifications. DeLorean Owners Association should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or procedure herein and does not constitute endorsement of it by the Association, its officers or members. Prudent owners should consider possible techniques or modification in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. Failure to consider any of the above could result in denial of warranty coverage. This publication and this organization will NOT ASSUME LIABILITY for any such consequences.

Use of the DeLorean Owners Association's emblem by advertisers neither constitutes an endorsement nor a representation or implication that the DeLorean Owners Association has in any way investigated the products or services.

All advertising is subject to approval before acceptance. DeLorean World reserves the right to refuse any ad for reasons of suitability, space availability, or advertiser's unreliability. It is DeLorean World's policy not to carry advertising for the following: health related products, material of a religious or political nature, lotteries, competing publications, or potentially libelous material. Warranties, representations or statements made in ads are the sole responsibility of the advertiser. Advertisers are expected to fairly and accurately describe the items or services offered and are expected to describe reprinted literature and reproduction parts as such.

DeLorean World is published quarterly by the DeLorean Owners Association. DeLorean World is a registered trademark of the DeLorean Owners Association, Inc. Printed in U.S.A. Postmaster send change of address to DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111. Telephone (805) 964-5296.

©1995, DeLorean Owners Association, Inc. All Rights Reserved.

Reproduction of text, photographs, and illustrations is not allowed without express permission.

PRESIDENT'S MESSAGE

By David Knudson

YOUR ASSOCIATION MOVES INTO THE 21ST CENTURY

Members David Takeuchi and Jim Espey have been informally communicating with DeLorean fans over the American Online and Internet computer networks for quite awhile.

Both of them attended our last board meeting and explained the impressive exposure that computer networks could offer the Association. David drove down from Oregon and Jim drove up from Arizona so you can see how enthusiastic they were about the project.

The board voted unanimously to proceed with the concept. So, you techies, watch for us around the world.

Jim will work with David and he will serve on the board next year (driving from Phoenix once a month) as our first Computer Communications Director. To further familiarize yourself with all this, read David's article in this issue 'DeLoreans Go On The Internet.'

STOP IN AND SEE A DELOREAN

Board member, Debbie Spurlin has taken on a major project this year. She has opened up a line of reciprocal communication with automotive museums around the country.

She has been very successful in finding those that display DeLoreans and will write a series of articles that begins in this issue.

A BRAND NEW DELOREAN?

New Jersey member, Anthony Ierardi's story is not to be believed. In fact, I really had a few serious doubts that Anthony might have been writing a little more fiction than fact here.

Then when Ed Bernstein told me he had Anthony's car at DeLorean One in California, I didn't believe him either. Why would it be there?

Ed casually reported, "We brought it out from New Jersey in our hauler. Anthony wants us to go over every inch".

This I had to see. So, out to see it, I went. Folks, Anthony does not exaggerate a bit in his article. His DeLorean is a brand new car!

PARADES AND SHOWS

Barbara Houston reports in this issue what a show-stopper her DeLorean was at a Boise, Idaho car show. Any of us who have shown our car in public know that a DeLorean will attract more people than just about any other car there is.

To this end, Jim Hales, our Parade/Show Director has compiled for this issue a list of automobile shows around the country so our members can enter them. These shows are a lot of fun and they are excellent exposure for the DeLorean marque.

YUK

Many of our members who have stored their cars carefully, let alone those who have not been careful, will want to read this month's technical article about fuel tank contamination. This is a growing problem and it can cost you a small fortune. I highly recommend you read it.

ROAD TO RIO

Well, it won't be long before we all get together in Las Vegas at the fabulous Rio hotel. Linda Porter is wrapping up all the loose ends as I write this. I certainly hope you will be able to go. If so, I'll see you there.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1995
PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Chapter Coordinator
713-644-1833

APRIL	Blue Bonnet Rally
MAY	Pre-summer Tech. meeting
MAY	Casino Night - Lake Charles, LA
JUNE	Progressive Dinner

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
818-993-0967

JULY 22	Search for Silver Rally
SEPT. 28–OCT. 1	EXPO '95 – Las Vegas, NV

AREA REGIONAL CHAPTER 23

Ohio
Bob Trunick, Coordinator
216-772-4783

AREA REGIONAL CHAPTER 38

United Kingdom & Ireland
David Howarh, Coordinator
094-288-2331

MAY 6-8	NEC, BBC Top Gear, Classic and Sports Car Show, NEC Birmingham, England
MAY 7	Annual General Meeting
NOV.	NEC Birmingham, England

AREA REGIONAL CHAPTER 41

Oregon
Kurt Grimsrud, Coordinator
503-297-7523

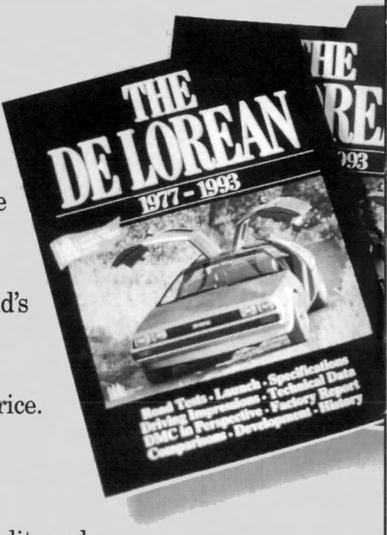
MAY 21	Spring BBQ & tech session. Sunset Summit. The workshop addressed minor repair problems and conducted suitable repairs on the spot (for those who provided suitable spares) as well as sharing some maintenance tips.
OPEN	Winery tour – Enjoy a tour of some of the region's wineries and taste their best.
OPEN	British Car Show – My DeLorean got a lot of attention at last year's show. Let's make an organized effort this year.
OPEN	Track day with the Porsche club – Take your DeLorean up to speed at Portland International Raceway
OPEN	Summer poolside BBQ & DeLorean videos – I have been reading some of the DeLorean books (that I found through the internet facilities) which I find fascinating. I think it would be interesting to also see some of the DeLorean videos. If you have a DeLorean video you can share with us, please contact me.

AREA REGIONAL CHAPTER 42

Iowa
Randall Busch, Coordinator
319-582-4511

JULY 8	(Saturday) Meet at Duffy's Collector Car Connections, Cedar Rapids, Iowa. Lunch at the Rag Top Diner & Showroom tour. Tech. Sessions, Concours judging, drive to Ox Yoke Inn at Amana Colonies. Dinner and formal meeting at Ox York Inn. Informal gathering at the Gas Light Pub in the Sheraton.

GET THE DELOREAN BOOK!


THE DE LOREAN
1977–1993
Road Tests · Launch · Specifications
Driving Impressions · Technical Data
DMC in Perspective · Factory Report
Comparisons · Development · History

It's here. The most comprehensive and current book covering the DeLorean saga.

100 pages compiled from the world's leading auto magazines chronicle the story.

This is a special, members-only price.

$16.95 + $3.00 shipping
and 8.25% CA sales tax if applicable

Mail or phone your order with membership number, check or credit card authorization for total amount including shipping charges made out to "DeLorean Owners Association." Please allow 4-5 weeks for delivery.

DELOREAN OWNERS ASSOCIATION PRODUCTS
1617 Del Valle Avenue • Glendale, CA 91208
(818) 547-3638 (phone or fax)

TechQuest

by John F. Truscott, Technical Director

FUEL TANK CONTAMINATION

A reprint of an article by Ed Bernstein as it appeared in DELOREAN WORLD Volume 6, Number 4.

Editor's Note:
The subject covered by John Truscott in this issue is so important that we have given it the status of being an article in its own right. The subject is Fuel Contamination and everyone who has stored a car or who has very low miles needs to read this. If you are not aware that tar builds up in the fuel system and can raise havoc with the engine, you must learn the nature of the problem and its solution.

I frequently receive calls from our members or new owners who are having a serious problem with fuel system contamination from dirt, rust, moisture, and petroleum tar.

Although contaminants may enter the fuel system via the gasoline pump as "dirty" fuel, we find that most damage is the result of owner maintenance, neglect, or poor quality workmanship by repair people.

The fuel pump is located in the top of the fuel tank, beneath the spare tire in the luggage compartment. Access to the pump is gained through a panel in the rear of the spare tire well.

The top of the fuel pump is protected by a "fuel pump cover seal." If it is soft and pliable, you are in good shape. However, if it is hard, distorted and dried out, you are probably going to have a fuel pump problem from rust in the near future. Moisture enters into the top of the "fuel pump sealing ring" through spaces around the fuel hoses or edges of the cover seal. These spaces are created by the loss of elastomers in the cover seal, caused by age or heat.

Water entering the area remains on the top of the fuel pump, submerging the electric wires, rusting the threaded contact posts and causing an electric-chemical deteriorating action called electrolyzation.

If you find the top of the fuel pump submerged in gasoline, or evidence of gasoline around the top of the fuel pump, chances are the "fuel pump sealing ring" is beginning to deteriorate from additives to, or components within, the fuel itself.

DO NOT LEAVE YOUR DELOREAN STORED FOR AN EXCESSIVE PERIOD OF TIME WITH GASOLINE IN THE TANK!! The lack of gasoline circulation within the gas tank appears to promote a molecular breakdown within the rubber compound that makes up the "fuel pump sealing ring", thereby creating a tar like substance.

The small tar molecules enter the fuel system initially by passing through the "fuel pump filter screen" at the end of the "lower fuel pick-up hose." They build up in and pass through the fuel pump on their way to the "fuel accumulator." We believe that severe cases of tar-like contamination is a major cause of failures in fuel pumps and accumulators.

If we are fortunate, the remaining tar molecules and particles are stopped by the "fuel filter" (a cylindrical component strapped to the left rear section of the frame above the air deflection plate). If we are unlucky, or do not change our fuel filter every 15,000 to 20,000 miles, excessive tar build-up within the fuel filter may begin to break down and pass into the "fuel distributor" or into one or more of the six fuel injectors. These are very expensive parts to replace.

The cars are now 12 to 15 years old and most of them have been driven very few miles.

Those that have been driven on a regular basis and have received periodic or regular maintenance will usually pass inspection of the fuel pump sealing ring. Some of our cars now have over 100,000 miles with minimal amounts of repair or problems.

It is important therefore, to have a close look at the complete fuel system of all cars being offered for sale, or if you plan to put your car on the road and start driving again.

NOTE BY JOHN TRUSCOTT:

Lately, I spend over half my telephone time covering this most important feature of starting and driving cars that have been idle for a long time. If you haven't had any of these problems, count your blessings; but, if you are experiencing any of the symptoms at all, take care of the problems quickly. It will only save you money!!

DELOREAN WORLD
DELOREAN WORLD
DELOREAN WORLD
EuroExpo 1993

1995 SPECIAL!

A COMPLETE LIBRARY INCLUDING 43 ISSUES TECHNICAL NOTES AND 3 BINDERS - REG. $545.00

$335.00* PLUS $15 SHIPPING

* ADD $20.00 TO INCLUDE LIMITED ISSUE VOLUME 2, NO. 4

Keep it together!

Here is a great way to keep your DeLorean World magazines together. These handsome silver and black binders hold 16 issues - enough for 4 years.

Now, you can make sure your magazines don't get dog eared or lost. You can even index them for important technical articles (See Volume 11, No. 4, page 26). A full library of DeLorean World will be invaluable if you ever sell your car (heaven forbid).

Each binder is $16.00 each or three for $45.00
Send your order to:
Marcie Haug, Products Director
Delorean Owners Association
1617 Del Valle Avenue
Glendale, CA 91208
(818) 547-3638

Original Issues of DeLorean World	$12.50
Limited Edition (Vol. 2.4)	$25.00
Photocopies (Vol 1.1 through 3.1)	$5.00
New Silver Binder for 16 issues	$16.00
Three New Silver Binders	$45.00
Original Silver Binder for 12 issues	$12.00

Please add normal shipping charges per table and 8.25% sales tax if you live in California.

DELOREAN OWNERS ASSOCIATION

$ $ $ Fall Specials $ $ $

DeLorean Owners Association Products

Special prices effective through NOVEMBER 1995

NEW ITEMS

003	**Member Only Association Logo Sport Jacket.** Black Nylon with Gray trim. **Lg & Xlg.** Sharp! **XXlg**	$54.00 $60.00
004	**Tweed River Association Logo Field Coat.** Cotton Sage color Adirondak style. **M, Lg, Xlg**	$75.00
044	**Association Logo Paperweight** Heavy, clear slant-top lead-crystal paperweight. Beautiful!	$50.00
060	**Association Logo Watch** with brown leather band. New Brushed Stainless Look!	$27.00
047	**On-the-Rocks Association Logo Glass Set.** Four 13 1/2 oz. rocks glasses	$15.00
045	**Association Logo Tote Bag.** Large black duck with silver and red logo (19" x 16")	$9.00
002NB	**Association Logo Sport Cap.** Natural brushed 6-panel cotton twill with black brim. New Look!	$15.00

ASSOCIATION LOGO ACCESSORIES

031	**Chrome Car Badge**	$12.00
033	**Leather Key Ring**	$5.00
018X	**Embroidered Patch**	$3.75
024	**Cloisonné Lapel Pin**	$3.00
025	**10th Anniversary Lapel Pin**	$2.00
028	**Business Card Magnet**. **Special!** 3 for	$2.00
065	**Member Window Decal**	$1.25
053-6	**Silver Stickers**. **Special !** 6 for	$1.00

DECORATOR AND NOVELTY

061	**Clear Lucite Desk /Travel Alarm Clock** with Black Association Logo on Face.	$15.00
051	**Quill Duratone Ballpoint Pen.** Textured gray with Association Logo on slant-top. Great Gift !	$15.00
062	**Black Ceramic Mugs** with Microwave-proof Platinum Association Logo on two sides and ring at top. **1st mug** **Additional Mugs**	 $9.00 $7.00
050	**Association Logo Wine Glasses. 1 glass** **Additional Glasses**	$5.50 $4.50
027	**License Plate Frame** with Logo "My Other Car is a DeLorean" **Additional Frames**	$5.00 $3.00
055	**Big Mouth Tumbler** with Capped Straw and Logo. Red or Black. **Reduced!**	$3.00
054	**Bic Executive Rollerball Pen.** Charcoal with Silver Logo. New Color!	$1.50

DeLorean Owners Association Products
Marcie Haug - Products Director
1617 Del Valle Avenue
Glendale, CA 91208
(818)547-3638 phone/fax

DELOREAN OWNERS ASSOCIATION

SPORT APPAREL

057	**Black Cotton Knit Sweater. M to XXXLg**	$28.00
012	**Polo Sport Shirt** 100% cotton with embroidered Logo. Red, White, Blue. **M, Lg,Xlg** **XXlg**	$28.00 $30.00
012	**Silver Polo Shirt** (Poly -cotton) with embroidered Logo. Lg, XLg & XXLg(+$3). **Special Price!**	$20.00
016	**Long-sleeved Sweatshirt** with large Association Logo; washable. Black or White. **Lg or XLg** **XXLg & XXXLG**	$25.00 $28.00
006	**Black or Silver Tee Shirt** (Poly-cotton) with small Association Logo. **M, Lg, XLg** **XXLg & XXXLg**	$12.00 $15.00
002	**Baseball Cap.** Blk or Grey Summer Special!	$10.00

VIDEOS AND MAGAZINES

059	**"Back from the Future" VHS Video.** Historic half hour video of DeLorean factory, early prototypes, the Association, "Back to the Future" ride in Florida. Produced by Robert Lamrock, Ulster TV	$36.95
063	**"The Delorean - 1977 to 1993" book.** Fantastic Compilation of DeLorean Articles!	$16.95
DW-1	**DeLorean World - Back Issues.** See Magazine Order Form for list. **Original Issues (Ex 2.4)** **Limited Issue (Vol 2.4)** **Photocopy Issues (Vol 1.1 through 3.1)**	$12.50 $25.00 $5.00
DW-6	**Package of any 6 Original Issues (Ex 2.4)**	$50.00
DW-12	**Package of any 12 issues** with '049' binder	$100.00
049	**Original DeLorean World Binder with Logo;** silver and black; holds 12 magazines	$12.00
064	**New DeLorean World Binder.** Smaller size for 16 issues!. Silver and black. 1 binder **3 binders**	$16.00 $45.00
DW-SP	**DeLorean World Magazine Special.** Complete set of all issues (Orignal Issues and Photo copies) with Tech Notes and 3 binders. Fantastic Value - **Save over $200!** (Add $20 for Limited Issue)	$ 335.00

ORDER INFORMATION

American Express, Discover, Mastercard, Visa Accepted
8.25% Sales Tax on California sales.

Most items sent by USPS Priority Mail to U.S. locations.

Prices subject to change without notice. Merchandise is subject to availability of stock on hand. Allow 4 - 5 weeks for delivery .

Mail or Phone your order with Membership Number, Check or Credit Card Authorization for total amount including shipping charges made out to **"DeLorean Owners Association"**

Contact **Marcie Haug - Products Director** with questions.

SHIPPING CHARGES - U.S. MAINLAND ONLY

$ 25.00 and under	**$ 4.00**	$ 70.01 to $ 85.00	**$ 8.00**
$ 25.01 to $ 40.00	**$ 5.00**	$ 85.01 to $100.00	**$ 9.00**
$ 40.01 to $ 55.00	**$ 6.00**	$100.01 to $200.00	**$10.00**
$ 55.01 to $ 70.00	**$ 7.00**	$200.01 and above	**$15.00**

DELOREAN WORLD MAGAZINE ORDER FORM

	ISSUE NUMBER	**DATE PUBLISHED**	**COVER COLOR**	**COVER DESCRIPTION**	
__	Volume 1, No. 1	August 1983	Black	Annual Picnic	**Photo copy**
__	Volume 1, No. 2	Winter 1983	Black	Products Fair	**Photo copy**
__	Volume 2, No. 1	Spring 1984	Black	Bonaventure Hotel	**Photo copy**
__	Volume 2, No. 2	Summer 1984	Black	DeLorean Doors Open	**Photo copy**
__	Volume 2, No. 3	Fall 1984	Green	Country Road	**Photo copy**
__	Volume 2, No. 4	Winter 1985	Blue	Monterey Coast	**Limited or Photo copy**
__	Volume 3, No. 1	Spring 1985	Black	Cyprus Gardens	**Photo copy**
__	Volume 3, No. 2	Summer 1985	Silver	Return from the Past - Back to the Future movie	
__	Volume 3, No. 3	Fall 1985	Gold	Gold Plated DeLorean	
__	Volume 3, No. 4	Winter 1985	Black	Twin-Turbocharged Engine	
__	Volume 4, No. 1	Spring 1986	Black	"Sunburst" Prototype - Automotive Centennial	
__	Volume 4, No. 2	Fall 1986	Black	Alaskan Sunset - DeLorean Performance	
__	Volume 4, No. 3	Winter 1987	Blue	Original DeLorean Artwork - Service Directory	
__	Volume 4, No. 4	Spring 1987	Black	Dream Machine - Association in Hawaii	
__	Volume 5, No. 1	Summer 1987	Black	2 DeLoreans -Florida & Las Vegas Conventions	
__	Volume 5, No. 2	Fall 1987	Black	Convertible Drawing - Gullwings of the '80's	
__	Volume 5, No. 3	Winter 1988	Red	Lincoln Memorial Drawing*(Mismarked Vol 6 .1)*	
__	Volume 5, No. 4	Spring 1988	Gold	Lighthouse - World's Fastest DeLorean	
__	Volume 5, No. 5	Summer 1988	Black	F15 Fighter Plane - Turbo 'D'	
__	Volume 6, No. 1	Winter 1989	Black	Colonial Mansion - DeLorean Dream Alive?	
__	Volume 6, No. 3	Spring 1989	Blue	Couple in Embrace - Into the Night Rallye	
__	Volume 6, No. 4	Summer 1989	Green	Lake Tahoe - Clear Skies for a Great Auto	
__	Volume 6, Expo '89	Winter 1990	Black	DeLorean World Cover Panorama	
__	Volume 7, No. 1	Spring 1990	Pink	Back to the Future Clone - DeLorean Saga	
__	Volume 7, No. 2	Summer 1990	Gray	Custom DeLorean &Trailer at Columbia Winery	
__	Volume 7, No. 3	Fall 1990	Red	Atlanta Raceway - Run with the Big Dogs	
__	Volume 7, No. 4	Winter 1991	Black	Covered Bridge - Here's Johnny's DeLorean!	
__	Volume 8, No. 1	Spring 1991	Gold	Stainless Steeds at Brookgreen Gardens	
__	Volume 8, No. 2	Summer 1991	Orchid	Misty Solitude - Mount Riante, Hot Springs AK	
__	Volume 8, No. 3	Fall 1991	Black	Unisphere - DeLorean with Doors Open	
__	Volume 8, No. 4	Winter 1992	Black	Headlights On in Trees - The Longest Decade	
__	Volume 9, No. 1	Spring 1992	White	Gullwings	
__	Volume 9, No. 2	Summer 1992	Charcoal	Goodyear Blimp	
__	Volume 9, No. 3	Fall 1992	Blue	Entering the World of Fine Art	
__	Volume 10, No. 1	Winter 1993	Red	Red DeLorean in Trees - One of a Kind!	
__	Volume 10, No. 2	Spring 1993	Green	Scottish Castle - DeLorean on the Green	
__	Volume 10, No. 3	Summer 1993	White	DeLorean World on the Louvre	
__	Volume 10, No. 4	Fall 1993	Red	DMCL Test Track Revisited - Euro Expo '93	
__	Volume 11, No. 1	Winter 1994	Green	Historic Hardy Bridge - DeLorean on the Missouri	
__	Volume 11, No. 2	Spring 1994	Yellow	Palm Trees at Citadel - New Insurance Program	
__	Volume 11, No. 3	Summer 1994	Blue	DeLorean at EXPO '94	
__	Volume 11, No.4	Fall 1994	Yellow	DeLorean at Vanderbuilt Mansion	
__	Volume 12, No.1	Winter 1995	Gold	DeLorean in Zion National Park	
__	Volume 12, No. 2	Spring 1995	Red	Space Cruisin'	

CHECK THE ISSUES YOU WISH TO ORDER. COMPLETE THE PRODUCTS ORDER FORM ON OTHER SIDE. ADD SHIPPING CHARGES (AND 8.25% SALES TAX FOR CALIFORNIA RESIDENTS). SEND WITH CHECK OR CREDIT CARD AUTHORIZATION TO:

DELOREAN OWNERS ASSOCIATION PRODUCTS DIVISION
Marcie Haug - Products Director
1617 Del Valle Avenue, Glendale, CA 91208
(818) 547-3638 phone/fax

DELOREAN OWNERS ASSOCIATION PRODUCTS ORDER FORM

ORDER CANNOT BE PROCESSED WITHOUT ENTIRE SHIPPING AND BILLING INFORMATION. PLEASE FILL OUT COMPLETELY.

NAME ORDER DATE (MM/DD/YY)

SHIPPING ADDRESS CITY/STATE/ZIP OR POSTAL CODE

PHONE (AREA CODE) + NUMBER MEMBER NUMBER

○ CHECK ○ VISA ○ MASTERCARD ○ DISCOVER ○ AM/EX CREDIT CARD NUMBER

NAME ON CARD CREDIT CARD EXPIRATION DATE (MM/DD/YY)

Quantity	**Item No.**	**Item Description**	**Unit Price**	**Total Purchases**	**Size**	**Color**

TOTAL COST OF MERCHANDISE	$
Shipping Charges (From Table or USPS mail rates overseas)	$
Sales Tax - 8.25% (California Members only)	$
GRAND TOTAL	$

SHIPPING CHARGES (U.S. MAINLAND)

UNDER $25 ...$4	UP TO $85.....$8
UP TO $40.....$5	UP TO $100...$9
UP TO $55.....$6	UP TO $200...$10
UP TO $70.....$7	OVER $200....$15

Mail To: DeLorean Owners Association Products, 1617 Del Valle Ave., Glendale, CA 91208. ✱✱✱Fax to: 818-547-3638

BulletinBoard

CALENDAR OF FUTURE CAR EVENTS

Do you know of any events that are not sponsored by the DeLorean Owners Association, but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we will present an Events calendar in *DeLorean World* starting with this issue. Please submit the following information for each event:

Location (state, city/town, place)
Date (three or more months ahead of the time you received each issue)
Name, address and telephone number for further information
Hold the notice size to 30 - 40 words

Please submit entries to:

Jim Hales, Parade/Show Director
2651 Altamira Dr.
West Covina, CA 91792

AUSTRALIA:
Sidney, Melbourne, Echuca, Mt. Gambler, Hahnsdorf Sept. 26-Oct 9 car rallye.
Call 800-419-FORD.

CALIFORNIA:
Belmont Shore, Sept. 17. 6th annual car show on 2nd Street. Classic and special interest cars. Free.

CALIFORNIA:
Boreal Ski Area, Sept. 2-4. Rallye and Concours sponsored by Northern California Sports Car Council. Call 510-930-0979

CALIFORNIA:
Palm Springs, Oct. 1. Charity classic car show at Oasis Water Resort, Free.
Call 310-869-4977

CONNECTICUT:
Bloomfield, Sept. 17 (24th if rain delay). 6th annual classic auto show benefit for Fidelco Guide Dog Foundation at Kaman Corp., Blue Hills Ave. $5 admission. Call 203-243-5200

CONNECTICUT:
Brooklyn, Sept. 10. 36th annual car show and swap meet sponsored by YYCC at Brooklyn Fairgrounds.
Call 203-564-8198 or 401-789-6182

FLORIDA:
Webster, Sept. 3. Monthly car swap meet, corral and auction at Westside Flea Market.
Call 800-438-8559

ILLINOIS:
Springfield, Sept. 9. Antique auto and sports car meet sponsored by Office of Secretary of State at the State Fairgrounds.
Call 217-782-9213

MAINE:
Old Orchard Beach, Sept. 15-17. 2nd annual classic car week-end — parade and show at Palace Playland Amusement Park sponsored by the Old Orchard Beach C of C.
Call 207-934-2500

MASSACHUSETTS:
Marshfield, Sept. 3 (4th if rain delay). 15th annual auto show and swap meet sponsored by Spindles Auto Club at Marshfield Fairgrounds. $3.50 admission.
Call 617-472-3572

MICHIGAN:
Sterling Heights, Sept. 10. British car and motorcycle show sponsored by Detroit Triumph Sportcar Club at Freedom Hill Park.
Call 810-268-9495 or 810-553-8738

NEW YORK:
Olean, Sept. 2-3. 33rd annual Sun car show and Sat flea market sponsored by NYS-AVRCC at Gargoyle Park.
Call 716-372-6929 or 814-274-9244

NEW YORK:
Huntington, Sept. 10. 32nd annual auto show sponsored by Northport-Centerport Lions Club at Heckscher Ball Park. $2.50 admission.,
Call 516-499-7586

OHIO:
Cleveland, Sept. 10. Foreign and Sports Car Show and swap meet sponsored by North Coast Triumph Assoc. Call 216-274-3481

PENNSYLVANIA:
Ludwig's Corner, Sept. 4. Annual antique, classic and special interest car show and flea market sponsored by Keystone Region AACA at the Horse Show grounds.
Write Larry Smargis, 425 Melvin Dr., Brookhaven, PA 19015

WEST VIRGINIA:
Parkersburg, Sept. 9. 2nd annual car show for area charities at City Park.
Call 614-423-9464

DE LOREANS ON THE (INFORMATION SUPER) HIGHWAY

Members of the DeLorean Owners Association are invited to join the highly informal discussion of the DeLorean auto, company and man in the Road and Track magazine forum on the nationwide computer network, America Online. Use keyword: "Road and Track" and navigate to the Message forum. The "DeLorean Motor Cars" subfolder is in the " Exotics" section. While this forum is not officially managed by Road and Track magazine, America Online or the DeLorean Owners Association, the forum has become a place for the exchange of information, and is often where "regular" people will come with questions regarding the car. As of this writing, we've nearly stamped out the notion of factory painted cars, and non-existent parts and service!

Often listed in the forum are parts, memorabilia and yes, even DeLoreans themselves for sale. If you have a Macintosh, IBM or IBM compatible (running either DOS or Windows) and have a modem, chances are YOU can be online, too. For more information regarding America Online, and the free software necessary to get online, call (800) 217-8181. And, when you get there, send some e-mail my way so I know you're here!

James Espey
America Online address:
Mikasa
Internet: mikasa@aol.com
Mesa, Arizona

FOURTEEN CARS ON PARADE

Jim Hales, Parade / Show Director

La Cañada Flintridge, a beautiful town nestled in the hills of California's Crescenta Valley, held its 22nd annual Memorial Day parade on May 29. This parade is a favorite event for DeLorean Owners Association's Chapter 12 because of the excitable acceptance of the crowd cheering us on as we drive down the two-mile parade strip. Since we are so close to the parade watchers, and there are several stopping periods as the entries are being judged, we have some great opportunities to tell the people about our cars.

This year's theme was "See Us Dream". Most of us had time to catch a cat-nap because we were asked to be there at 9 am, the parade didn't start until 10:30 and we were number 120! Fortunately, the time went by quickly as most of the members had a chance to see the parade, talk to the Shriners and the Harley Davidson riders and look at the classic cars, marching bands and the beautiful Parade Queen and her Court.

Overall, the fourteen DeLorean car enties made a very favorable impression on this holiday crowd. Thousands of people watched us drive by and their remarks "Hey, that's a DeLorean!" and "Look at those doors!" brought pleasure to all who drove in this event.

Following the parade, Ray and Marcie Haug hosted a barbecue in their backyard, another event that members look forward to because of the good food and fun conversation that comes with it.

DELOREAN
OWNERS ASSOCIATION

DeLoreans open up to the cheers of the crowd. Photo: Robin McNeill

THE BIRTH OF ANOTHER OWNER AND **THE RISE OF CHAPTER 41**

Knut Grimsrud, Portland, OR

Chapter 41 of the DeLorean Owners Association was formed in the fall of 1994 and we have been enjoying each others' company about every 6 weeks ever since. I find it very interesting (and sometimes amusing) to share DeLorean stories with other club members, so I thought I would share my story.

I was on my way to my first class of the day when I got my first look, and I nearly ran a red light rubbernecking. There seemed to be an unusual amount of erratic driving at that particular intersection that day, for on the corner sat a DeLorean with a FOR SALE sign in the window.

I had always wanted a DeLorean, but like many others I have talked with since, I thought the car was in a price class of over $50,000 (I admit that I sometimes do not correct people's misconceptions on this point now). I never really expected to ever be able to own one, and I was so sure it was ridiculously priced that I didn't even call the phone number on the sign. In a few days the car was gone; it was the first one I had ever seen in real life and the last I really expected to see.

ABSENCE MAKES THE HEART GROW FONDER

There is a saying that says "absence makes the heart grow fonder," and after awhile I found myself really wanting a DeLorean automobile. To my surprise, the same car was back on the corner a few weeks later, and this time I did not hesitate to call the number. It was pretty awkward talking to the gentleman selling the car, for I found that I knew nothing about the car aside from the fact that it appeared in the Back to the Future movies and that they must be rare for I had never seen any before.

The asking price was $17,000 — far below my initial assumption, but above my means at the time, especially for a 10 year old used car. A strange sequence of events served to change my mind — let me explain. My father owns an Oldsmobile Cutlass, and this is my family's source of endless grief. My father now takes it as a matter of pride that he will make his car run, and endless resources are used to prove him right. After spending a few hours helping him get his "junk-mobile" running again, I was home again sitting down to a cold beer and a football game. I don't remember who was

Continued on page 14.

THE BIRTH OF ANOTHER OWNER AND **THE RISE OF CHAPTER 41** *continued...*

playing anymore, but I do remember a TV advertisement for the new Oldsmobile Cutlass — starting price $17,000. This changed my entire perspective and I seriously pursued means for buying the DeLorean, and I immediately secured an appointment with the seller.

I pulled into the driveway where the owner was busily cleaning his DeLorean for presentation. When parking, I have a habit of putting my car in first gear rather that applying the emergency brake (I don't see parking as an emergency maneuver, so why use the emergency brake?). I must have been a bit distracted by the sight of the DeLorean (both doors up, of course), for instead of putting my car into first gear before getting out, I took my car out of second (and into neutral). After an anxious (if not a bit embarrassing) moment where I hurriedly stopped my car from rolling away I finally introduced myself. The seller must have been struggling to contain himself, and he knew that he had me hooked; and he did! It wouldn't have mattered what he was asking for the car at that point, I would have bought it anyway.

I ended up spending half that evening in a lawn chair just staring at my new beauty. It needed a bit of work (and I didn't find out just how much until later), but to me it looked perfect. My condominium did not have a garage, so I parked it under the carport that evening. The man in the neighboring house apparently was a little eager with the sprinkler later that evening, and managed to turn it up high enough to just barely spray over the top of the barrier between his yard and the carport area. The next morning when I came out to admire my new toy, I was met with a pretty ugly sight. Nearly ten hours of light watering on a hot dry night had rendered my car not much different looking than some prehistoric stalagmite, and I didn't even know what to clean it with. So began my troubles.

BAPTISM BY FIRE

My father came to visit shortly after I got my car. A bit of an auto enthusiast himself, he had a real appreciation for my new space craft. Of course he had to drive it, and so he would. On a fairly low-traffic road with good visibility and plenty of space he initiated his "performance test." Flooring the pedal he waited until red-line before releasing the clutch and we were off! It actually went pretty well! A few seconds later and we were back up to red-line before a fast shift to second gear — still keeping the pedal mashed to the floor. We were approaching red-line again (by now we were probably going 55 mph in 2nd gear!) and another quick shift to third gear followed by a noticeable BOOM. A look to the rear revealed an enormous amount of white smoke billowing from the engine compartment laying a fairly good smoke-screen, the likes of which army tank commanders would have been proud of. The look on my father's face defies anything I can write here!

A concerned motorist with a cellular phone must have driven by, for it wasn't more than a few minutes before a fire truck was on the scene. Talk about embarrassing! Much to my father's relief (and mine as well), it wasn't as bad as all the smoke (and fire trucks) eluded to. The main cooling hose from the water pump had simply burst, shooting all the hot coolant over the exhaust manifold where it promptly flashed to steam. With the high pressure and high operating temperature of the DeLorean cooling system, it only took a few seconds for the entire cooling system to evacuate onto the exhaust manifold where it flashed to steam in a most spectacular sight. I think we left a real impression on quite a few passing motorists with our spectacular show (to the accompaniment of the fire trucks and flashing lights). Thus began our first mechanical undertaking.

SOUNDS SIMPLE ENOUGH

My first DeLorean repair seemed trivial enough. Replace as many coolant hoses as practical and overhaul the water pump with a new thermostat while I was at it. I ended up removing the intake manifold to accomplish such a simple sounding task (and the service manuals made it sound simple indeed), and while unscrewing the water pump, each and every bolt sheared off! And in such a convenient place! Six hours later, the rear end of the car was disassembled so as to give me proper access to drill a hole in each broken stud. Twelve hours after that I had the car assembled and ready to take on coolant.

Since my first mechanical undertaking, I have found a reputable service center to take on such minor tasks as replacing a thermostat, and I attempt only the most trivial tasks myself. I quickly became an accomplished no-clutch driver, however. One morning on my way to work the seals on my master cylinder gave out quite suddenly, leaving me no clutch action whatsoever (while making my foot rather soggy from the fluid). Not more than two weeks later the slave cylinder failed in the same way. Apparently extended periods of storage can be rough on a car, but I have always managed to coax my car to the shop.

Since my early experiences, my car has become a real joy. Although it now has over 80,000 miles, it is reliable enough that it is currently my only form of transportation. I admit that I am often nervous in shopping center parking lots in the presence of little old ladies with steel shopping carts, but the car holds up remarkable well to daily use and abuse. Considering the current market price of DeLoreans compared with the cost of new cars today, my car can practically be considered disposable. My friends often ask me if I shouldn't buy another car for daily use, but I always tell them that if I were to buy another car, it would be another DeLorean.

ENTERING A CAR SHOW IN IDAHO

by Barbara Houston, Boise, Idaho

Fun at a car show in Boise, Idaho.

In mid-June, I was issued a cordial and enthusiastic invitation to exhibit my DeLorean at the Boise River Festival Classic Car Show. The River Festival is now in its fifth year, boasts a wide variety of activities, concerts and displays, and has gained national recognition. The gentleman organizing the car show was thrilled with the prospect of having a DeLorean on display — he said he knew there were several of the exotic cars in the area, but the owners didn't ever seem to become involved in the large River Festival show, which was disappointing.

WHAT A SPARKLING OPPORTUNITY TO PROMOTE THE DELOREAN!

I was assigned a place of honor at a very strategic place on the show grounds — a point that was the confluence of several pathways through the park where the show was being held and which were major routes to various other Festival events. I was bordered on the east by the beautiful Boise River, and on all other sides by a 1929 air-cooled Franklin, Miatas, a wide variety of Corvettes, a steam-powered White (this was an amazing old vehicle!), classic British roadsters of every description and a row of hot-rods of every make and model. What lay beyond these beautiful autos I couldn't tell and was unable to venture forth, for my silver beauty was constantly surrounded by a crowd of admirers, and I was unable to get away and check out all the 'competition'.

There were 261 cars participating in the event, and I feel confident in saying the DeLorean was the hit of the show! People lingered around the DeLorean. They walked circles around it. They were drawn to it — some with outstretched arms, many with glassy eyes, most with looks of astonishment and statements like, "I can't believe it's a DeLorean!", or "I've always wanted to see one!". Or maybe, "I've never seen one this close!" None of my "competitors" cars drew anywhere near as much attention — as least those I could see on my side of the show ground.

THE PEOPLE WERE GREAT!

Everyone was filled with questions, and a lot of people had a lot of misconceptions about the gull-winged vehicle. But what I thought was a suprisingly large number of people were quite knowledgable about the DeLorean, about its history and character. (Only one word for that — fabulous!) I even spoke with a gentleman who had worked with John DeLorean at Packard many years ago!

Many people were pulled off the Boise River Greenbelt path apparently headed somewhere else with no original intention of attending the car show — by the DeLorean's magnetism. They came over on bicycles and rollerblades just to admire this unique car.

When folks first caught sight of the car, it was always, "Look! It's a DeLorean! I can't believe it!" and "Look! It's a *Back to the Future* car!" The *Back to the Future* connection was an instant and very widespread point of recognition - being a huge fan of the *BTTF* series, I always got a charge out of hearing it!

EVERYONE HAD TO TOUCH THE CAR, OF COURSE.

But not to worry, I had brought a towel with me to wipe away the fingerprints and nose smudges of the admirers from the stainless steel and the passenger door window. (However, as the show drew to a close, I finally gave up — it was late, I was tired, and I swear the nap was wearing off my towel!) The beautiful and unique brushed stainless steel does compel people to touch it — they want to feel the texture of that shiny silvery skin. I did the same thing when I saw my first DeLorean — at least when I saw my first DeLorean that was close enough — and stopped long enough to touch it!

The questions were endless, and wonderful: what kind of engine does it have, do I drive the car, and what's it like to drive a DeLorean? What do I do to maintain the brushed stainless steel, how much would it cost to buy one, where was the car made and for how long? Did I buy it locally, and were there others in the Boise Valley?

Continued on page 27.

THE LAST DeLOREAN EVER SOLD

by Anthony Ierardi, Middletown, N.J.

When the DeLorean first came out in 1981, I was 13 years old and fell hard for the gull-winged beauty. I was a true DeLorean fan, not a Back to the Future kid (that movie was not to come out until years later). And, to tell you the truth, when it did come out, I missed it, not to be seen until it came out on video tape. Much like missing the movie, I was so caught up in preparing for college, I put the dream in the back of my mind and all but forgot about the car.

Then in 1991, now 23 years old and 10 years later, I saw a DeLorean for sale in a used car lot and went to check it out. What a heap! But, no matter the condition, the dream was reborn. Now, all I had to do was get properly informed about the car and try to find a good one to buy. So, I joined DeLorean Owners Association and purchased all the tech manuals. My friends thought I was crazy for spending money on a car I didn't have, but I wanted to make sure that I was fully educated before making a purchase.

Accumulating memorabilia and attending conventions, I slowly started to make the distinctions among the different years, constantly studying every inch of the car for what would be the "perfect" DeLorean to buy. My enlightenment came at the '92 Expo in Arizona where I met Harry Ward. I was educated more on the car and the different model years, deciding that my passion was for a late VIN 1981 with the 1982 updates while retaining the classic hood lines and interior clock.

Upon returning to New Jersey, my search began. Never quite finding what I was looking for, I started to think that my expectations were too high, for it was easy for someone to have foresight in 1983 to save one of the last-produced cars with little or no mileage, but who would have bought one in 1981, when the DeLorean Company was still in good standing, and not driven it. My late 1981 in perfect condition could be as scarce to find as John DeLorean himself.

THE CAR HAD THE ORIGINAL STICKER STILL ON THE WINDOW

Then, one day while helping a friend shop for a new car, I found myself at Straub Buick Jeep Eagle in Keyport, New Jersey. Far in the back corner of the showroom was a car underneath a cover. As I walked closer, I recognized the DeLorean rims and immediately inquired to the salesman about the vehicle. I was told that it was the owner's car, and it was not for sale. I persisted to ask details about the car, such as year and condition. Much to my surprise, when the salesman pulled back the cover, he revealed a DeLorean with the original window sticker still affixed to the front windshield. Yes, it was a 1981, but what VIN number. Again to my disbelieve, number 6041, definitely one of the last 1981's produced with a 5-speed transmission, gray interior, and only 151 miles driven from the prep center to the dealership. It was hand picked by the owner of the dealership at the prep center and was put in his showroom, covered and not to be touched for 12 years. As I inquired of the owner, it was not for sale.

IT LOOKED OUT OF MY BUDGET.

Straub Motors used to be an original DeLorean dealer and had never titled the car so that they could sell it one day as an original dealer to an original owner. Seeing that they had the original manufacturer's statement of origin papers, it seemed unlikely that this, what might possibly be the last DeLorean ever sold from a licensed DeLorean dealer, would not go for anywhere near the price I could afford. I had seen cars in DeLorean World's classified section that had never been driven and had at least one owner going for upwards of $30,000. He told me he had offers of up to $45,000 but would not sell.

So, I began my relationship with the owner, bringing him issues of DeLorean World, showing him pictures of the conventions, and basically relaying my passion for the vehicle, so if and when he ever decided to part with it, I would hopefully be the person he would sell it to. Then, on one fateful day, he called me and said his dealership had just acquired a Pontiac franchise and needed the showroom space, and he was ready to sell.

With some creative financing, the dream finally became a reality. We rolled the car out of the showroom (believe it or not with the original Good Year NCTs in perfect condition; the car was kept in the shade of the climate-controlled showroom with the weight off the tires), onto a flat bed, and into my heated, carpeted garage where it now has a very happy home. It's really amazing how this car is preserved. When you open the door, you actually get a rush of "new car" smell from the interior leather, which friends don't usually believe until they've experienced it for themselves.

I would like to thank everyone who helped me and advised me throughout the years. To name just a few, John Truscott, Ed Bernstein, Harry Ward, Rob Grady and all fellow members for all your help at the conventions in answering my questions. Look forward to seeing everyone in Las Vegas at Expo '95.

DeLoreans@goes.on.the.Internet

By David Takeuchi, Corvallis, OR

DeLorean owners have always been world-wide. From the U.S. to England to Australia, and all over. And now we're in the information age where communication is all done swiftly via E-mail through the information super-highway of what's now called the Internet. So why not put two-and-two together?

First it started just last year by trying to collect e-mail addresses. All right everyone, I got your e-mails. Unfortunately my personal life took a twist, and that idea got scraped. In the mean time, I saw Mikasa's (James "Mikasa" Espey of Arizona) on America Online (AOL) trying so hard to put the DeLorean on AOL, but unfortunately, because AOL was a private network, they took the DeLorean off the menu.

But now I'm back with a greater project thanks to modern technology. The DeLorean is now on the Internet in what's called the World-Wide-Web. This was all done with the thanks of my network provider, Oregon State University, Knut Grimsrud (coordinator for chapter 41) who I bugged with my E-mails — and I thank him for the patience—, and of course the support of the Association. Oh yes, and James Espey for helping me fill in some of the gaps and advertising the web. For those of you who already have access to the web, the URL (Uniform Resource Locator) for this web is:

**http://www.peak.org/
~takeuchi/delorean.html**

My main purpose for this mission was to provide an information source for anyone thinking of buying a DeLorean. Like the common questions of parts, where to get a DeLorean, and how much are they? (Though I was tempted to put $100,000 as I always lie to the beautiful girls at the gas stations). But let's be honest here. Besides, the Internet is now a HUGE information database where you can find just about anything, and so why not DeLoreans?

WHAT'S ON THE DELOREAN WEB:

On these Web pages, you'll find the FAQ's (Frequently Asked Questions) that people ask you when you first open your gullwing doors at the local grocery store. This is mainly for people that doesn't know much about DeLoreans, but are curious about our fabulous cars.

Other pages are things about local chapters, events (including our upcoming expo), and about the rise and fall of the DeLorean Motor Company.

Then for current owners, I have created a page for e-mail addresses so that we can all stay in touch. If you don't have access to the web, but are interested in being on a public mailing list, please feel free to write to me. Hummm..., I wonder if Ed Bernstein has an e-mail address. Can you imagine his e-mail box from what I've seen at his office with the phones?

Alas, for people that want to get rid of their DeLoreans, here is a place where you can post a "For Sale" sign.

On a different note, I have a section of Back to the Future, thanks to Stephan Clark of the Back to the Future Fan Club.

This is the base of what I have at the moment, but I'm sure more will be on the way as I post my creativity on the web. One of the things that I'm looking to create is a public photo archive of DeLoreans. Perhaps for people that want a photo for their screen saver, or for someone writing a magazine article.

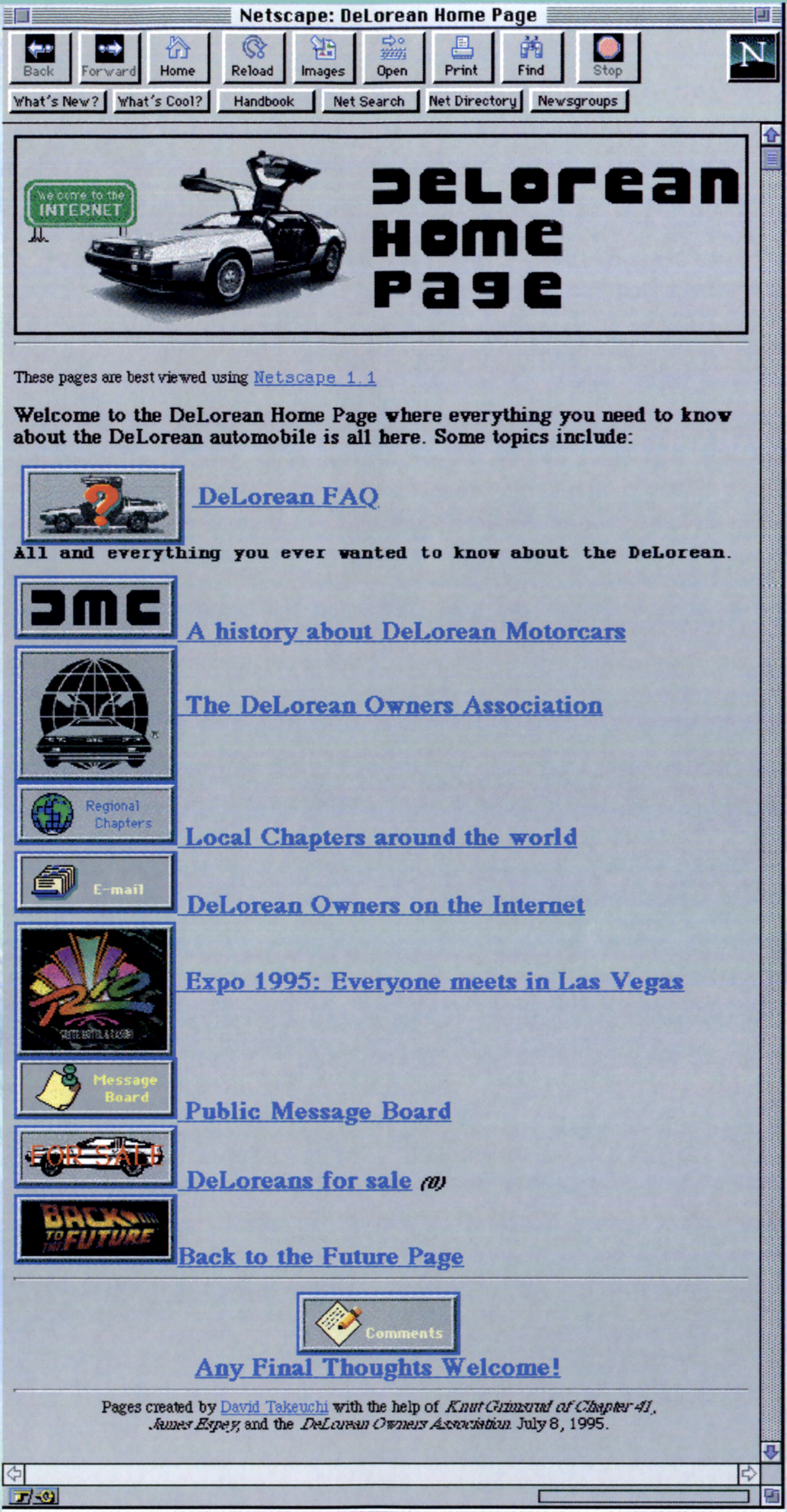
Yes, DeLoreans do look the same but if you have one that's unique, or are a proud owner of one (perhaps even your 150,000 mile speedometer), then feel free to send me a picture so that the entire world can see it. On the other side, I know it's painful, but I'm looking for "wrecked" DeLoreans to show how durable the DeLorean is (or not). Something like a "Don't try this at home" picture.

TO ALL CHAPTERS:

For those people in other chapters who would like to place a page on the web, please feel free to contact me. The information I require is a text document about your chapter, or a newsletter as I do for my chapter, chapter 41. If you already have it typed on a computer, it would greatly help if you send me a copy on a disk or through e-mail so that I don't have to type it over again. You can also have a photo of your chapter posted on the web. I could be reached through e-mail at "Takeuchi@peak.org", or my phone/fax at (503) 754-2807 (please state that you're calling about the DeLorean, since I screen my calls).

WHAT IS THIS INTERNET THING ABOUT?

For those of you that don't know what the Internet is all about, then I welcome you to the '90's. It is an information computer network that criss-crosses each country. No one owns it or governs it. It was originally developed as a communications network more than 20 years ago by the Defense Department in case we were attacked by a nucular holocast. Thank God that never happened, and now it is available to the public for peacetime use. To get on the Internet, all it takes is a computer, a modem, and some sort of communications software.



These pages are best viewed using Netscape 1.1

Welcome to the DeLorean Home Page where everything you need to know about the DeLorean automobile is all here. Some topics include:

DeLorean FAQ

All and everything you ever wanted to know about the DeLorean.

A history about DeLorean Motorcars

The DeLorean Owners Association

Local Chapters around the world

DeLorean Owners on the Internet

Expo 1995: Everyone meets in Las Vegas

Public Message Board

DeLoreans for sale *(0)*

Back to the Future Page

Any Final Thoughts Welcome!

Pages created by David Takeuchi with the help of *Knut Grimsrud of Chapter 41*, *James Espey*, and the *DeLorean Owners Association*. July 8, 1995.

The DeLorean Home Page, as viewed through Netscape™ Navigator.

The easiest way of getting on the Internet is through America Online. Although their newest Internet software (version 2.6 for Macintosh; version 2.5 for the PC) is being tested at the moment, they should have it down by the time this gets published. You can contact them directly at 1-800-827-6364. But usually you can find one of their demo disks by buying almost any computer magazine at a bookstore.

Other online services that already have access to the Internet are Compuserve (1-800-848-8199), Prodigy (1-800-PRODIGY), and E-World by Apple Computer (1-800-521-1515; ext. 142). Delphi (1-800-695-4005) is another company that specializes just in Internet services.

Direct Internet providers are done through educational services, government organizations, through your company, or now commercial providers that are springing up in each city. As technology changes day-by-day, it is getting easier, cheaper, and faster to get on the Internet.

For more information about the Internet, you can find tons of published books at your local bookstore under the computer section. If you're a beginner, the best books to get are the "starter kits" that include how-to's and complete connection software.

Once you get hooked on the Internet, look for a software called Mosaic or Netscape. Those are the most popular browsers to get on the World-Wide-Web. From there, to access the DeLorean Web Page, look for an "Open URL". Then type the entire URL address:

http://www.peak.org/
~takeuchi/delorean.html

I know the "~takeuchi" part is a bit hard to remember, but this is my current home web address. As the DeLorean page gets bigger, and I see more traffic, it may be moved to something like: "http://www.peak.org/~delorean". But that is for the future, and will be posted in advance if I do.

ARE THERE SPIDERS IN THIS WEB?

The Web is a short term for the "World-Wide-Web". It is called this because the information that's on the Internet is like a HUGE spider web. Each document has a link to another document, that links to another, and another, and another …, well you get the idea. So it's very easy to get lost in this, but sometimes getting lost can run into some very interesting information.

But the web is not just an information database. Now big movie companies like Paramount are get-

Continued on page 38.

DELOREANS ON DISPLAY:

THE INTERNATIONAL MOTORSPORTS HALL OF FAME

By Debbie Spurlin

Photography: Special thanks to the International Motorsports Hall of Fame.

A recent discovery by the Association is the many Automotive Museums that currently display DeLoreans in their collections. I have had the pleasure of contacting and conversing with Curators and Directors of automotive museums throughout the country, and continue to carry on correspondence with several of them. What a delightful project!

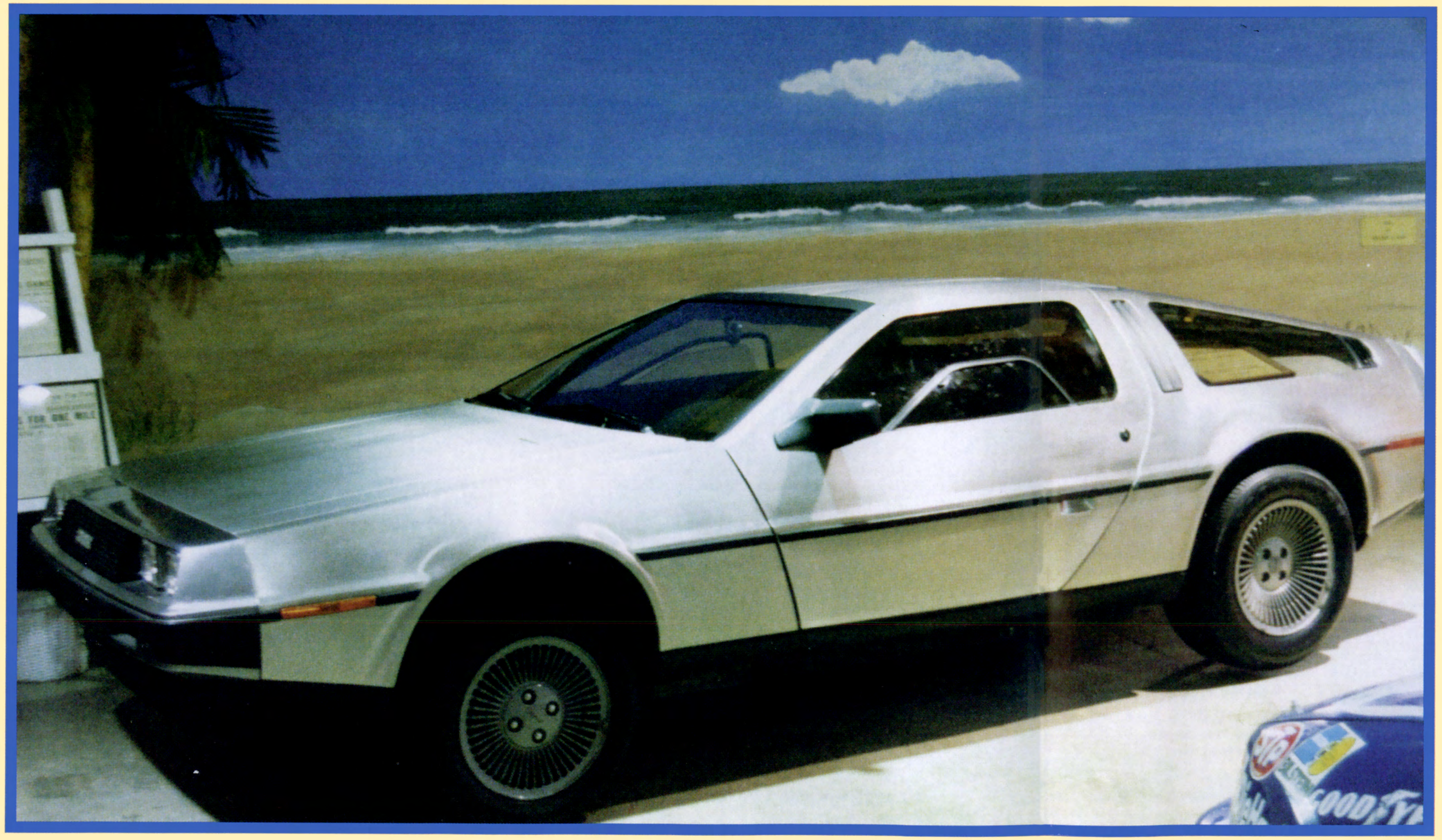
A COLLECTION WORTH OVER $18 MILLION.

One of the museums is the International Motorsports Hall of Fame, located in Talladega, Alabama. If you happen to be in this area of the country, by all means make an effort to stop and enjoy their expansive collection. It is located adjacent to the Talladega Superspeedway on Speedway Blvd., just off I–20. The museum was opened on April 28, 1983, and displays cars and memorabilia from 1902 to present day. The collection of over 100 vehicles is valued at more than $18 million. It was founded by the late Bill France, Sr., President of the National Association for Stock Car Racing from 1949 to 1972.

Other Halls of Fame on display include the Alabama Sports Writers Hall of Fame, the ARCA Hall of National Champions, the Western Auto

Continued on page 22.

Below: A DeLorean takes its place in history. Right: 1972 BC Craft Sprint car. Bottom right: Budweiser bullet car.



DELOREANS ON DISPLAY:

THE INTERNATIONAL MOTORSPORTS HALL OF FAME*...continued*

Mechanics Hall of Fame, the Quarter Midgets of America Hall of Fame, and the World Karting Hall of Fame. There is also the McCaig–Wellborn Research Library and a Gift Shop carrying a vast selection of modern race related items. Be sure to wear comfortable walking shoes so that you can really enjoy the entire complex.

THREE OF THE FIVE BUILDINGS IN THE COMPLEX FEATURE ENORMOUS SHOWROOMS WHERE A GALAXY OF RACING VEHICLES IN EVERY COLOR OF THE RAINBOW ARE DISPLAYED IN MINT CONDITION, AS IF READY TO TAKE THEIR NEXT CHECKERED FLAG.

One building is the Daytona Room, another, the International Room, and the third is the UNOCAL 76 Building, all of which contain racing vehicles and memorabilia. The main rotunda houses the ticket and administrative offices for the speedway, the International Motorsports Hall of Fame museum complex, and the gift shop. The fifth room in the complex is the McCaig–Wellborn International Motorsports Research Library. All of the buildings surround the newest edition, the Mark III Pavilion, a spacious courtyard which is used for temporary displays and car shows. Entering the Daytona Room, the visitor's eye automatically focuses on Muscle Car Heaven. Seven muscle cars encircle the eighth, a Corvette, displayed on the central raised platform. These great cars include the Alabama Highway Patrol's 1972 AMC Javelin, a 1970 Dodge Challenger RT, a 1971 Dodge Challenger 440 Six Pack, a 1963 Chevrolet Corvette Split Window Coupe, a 1978 Limited Edition 25th Anniversary Chevrolet Corvette, a 1969 Chevrolet Camaro Rally Sport Limited Edition, a 1969 Chevrolet Camaro SS Pace Car and a 1968 Yenko SS Camaro. Richard Petty's red–and–blue STP Dodge Charger, with its illustrious career record of 31 wins (three at Daytona) and 16 pole positions, can also be seen in the Daytona Room.

ON JULY 26, 1990, THE UNOCAL 76 BUILDING WAS OPENED TO THE PUBLIC FOR THE FIRST TIME.

This 15,000 square foot building has a 7,000 square foot covered patio, and a unique placement of windows and a skylight which allows for maximum use of natural light. Numerous race cars, displays and a Richard Petty Single Seat Race Car Simulator are located in this modern building which also houses The International Motorsports Hall of Fame. A popular exhibit in the UNOCAL 76 Building is the Budweiser Rocket Car. Resembling a missile on wheels, this red, white and blue vehicle is more than 39 feet long and just 20 inches wide. It could accelerate from 1–140 mph in one second. On December 17, 1979, at Edwards Air Force Base in California, the Budweiser Rocket Car broke the speed of sound with a record run of 739.666 mph.

TO HONOR THE
OF TRUE CHAMPIONS
ALAN KULWICKI
DAVEY ALLISON
HOOTERS
7
28
Ford
UNDERBIRD
THUNDERBIRD

EMERGENCY
EXIT
ONLY
88
BUSCH
DieHard

Below left: #7 Hooters Ford Thunderbird—last car belonging to Winston Cup Champion Alan Kulwicki.
Right: "Bertha", 1977 Chevrolet driven by Darrell Waltrip

It takes more that a fancy set of wheels to earn a place in the International Motorsports Hall of Fame and Museum Complex. Two cars got into the International Room with almost no resemblance to race cars: Phil Parsons' and Michael Waltrip's. The vehicles were considered two of the worst car crashes in the history of car racing. Anyone who doubts the existence of miracles need only view the photographs and cars, both on display.

A car linked to an emergency of a different sort, the energy crisis of the early seventies, is also on display. At first glance, the Sears XDH1 Experimental Electric Car resembles any other small automobile. On second glance, this sporty white car reveals a surprise. Originally made to be mass–produced and sold to all Sears stores, the electric car could only travel 100 miles before stopping and plugging in. If the energy crisis had not subsided, this car might have redefined the meaning of "motor hotel."

Most of the cars in the extensive collection were built with longer runs in mind. Bill Elliott's 1985 Ford Thunderbird, in the Daytona Room, is certainly no exception. Winner of the 1985 Winston 500 with an average speed of 186.288 mph, it holds the world record for the fastest 500–mile stock car race ever run. This flying Thunderbird also won the Daytona 500 and Southern 500 races that year.

Among the many other interesting cars on display is a 1989 Porsche 962 car. Drivers John Andretti, Bob Wollek and Derek Bell dominated the 1989 24 Hours of Daytona in the Miller High Life Porsche 962. Also on display is Don Garlits 1976–1977 Top Fuel Dragster known as Swamp Rat 23. Built by Glenn Blakely for Big Daddy in the fall of 1975, Big Daddy won the 1976 IHRA World Championship and the 1977 NRA World Championship with this vehicle. There is also a 1956 Studebaker STP Special, #7, Novi Powered, Indianapolis Roadster owned by Andy Granatelli. In bright yellow, red and white, the Sugaripe #2 Indy car driven by Billy Vukovich is also on display. There are celebrity cars like the VW GTI driven by actor Gene Hackman, whose car won two real–life races; the late country musician Marty Robbins, whose car was left to the Hall of Fame according to a provision in his will; and race cars driven by Hall of Famers "Fireball" Roberts, Junior Johnson, and Tim Flock.

YOU'LL ALSO FIND A DELOREAN AND DELOREAN WORLD IN THEIR LIBRARY.

The racing library is located in a 1,700 square foot addition, and has room for 14,000 volumes of books, magazines and other research material, of which over 2,500 publications are already in place. Requests for research can be made by phone, in writing or in person. The library also includes our Delorean World library.

As you can well see by this point, the complex houses cars and memorabilia to please anyone's palate. It is truly a trip down memory lane for any auto enthusiast. The Delorean they have on display there is an immaculate 1981 version with 13,213 miles on it. Be sure not to miss it!

In addition to displaying historical racing vehicles and associated items, the Museum Complex also conducts an Annual Induction Ceremony. The Inaugural Induction Ceremony was conducted July 25, 1990, with a black tie Reception, Banquet and the Awards Ceremony held at the Birmingham–Jefferson Civic Center, Birmingham, Alabama. The following day, July 26, 1990, the very first inductees were enshrined in the brand new UNOCAL 76 Building which had its grand opening on the same day. This prestigious ceremony has occurred every year and was selected by the Southeast Tourism Society as one of the top Twenty Events in the Southeastern United States for 1993. The Sixth Annual Induction Ceremony is scheduled for the Thursday night prior to the 1996 Talladega Superspeedway's Winston Select 500, and will be moved to the Hall of Fame Complex in Talladega. With over 1400 guests attending the last ceremony, they simply outgrew their previous facility. Anyone is invited to attend this ceremony; but you must notify them quite awhile in advance. They do seem to fill up rather rapidly.

THE PATH TO MY FIRST DELOREAN

Fred Scheeren, Waynesburg, PA

In the Fall of 1993, I made the decision to go from motorcycles to a sports car. My initial choice was a DeLorean. I knew very little about the car and the people involved with them or other specialty cars. To advance my knowledge I joined the DeLorean Owner's Association and several Corvette Associations. In attempting to further my knowledge I got a great deal of assistance from a Corvette enthusiast, Les Pritchad, working for the same company as myself. In addition, I spent a fair amount of time working with Chuck Zoller at Meershon's World of Cars in Ohio.

After quickly selling my Harley Davidson, I set out to find my sports car. As a novice in the field, I tried to find out what I could from current owners and dealers. Since there are a lot more Corvette than DeLorean owners, I heard more about the virtues of a Corvette. The points the Corvette owners made were that parts were more easily available, Vettes have more raw power than a DeLorean, they are more recognizable, fun, and easier to obtain and maintain. These points made sense and I leaned in that direction. I had a hard time even finding a DeLorean and Corvettes seemed to be everywhere.

I settled on a 1982 Collectors Edition Corvette. The car looked great and there was an instant camaraderie with other Corvette owners. Since the car was the last of the "sting-rays", it was an attention getter. However, the good parts ended there. The car rode like a pickup truck. Even after I replaced the shocks with a new set of after-market adjustable shocks and the ride was improved, it still rode like a tractor with bad suspension. The work-manship was disappointing. There was excessive road, wind, and engine noise, and the driving position was cramped and uncomfortable. After considering these things and discussing Corvettes with my friend and mechanic, Steve Powell, I decided to sell it.

THE SEARCH FOR A DELOREAN

I then began to search for a DeLorean in earnest. I spoke with people I read about in the DeLorean World magazine all around the country. I spoke with DeLorean One in Texas and California, Dave Bauerle in Ohio, John Truscott at the DeLorean Owner's Association, and Rob Grady in New York. I also called almost anyone, anywhere who was advertising a DeLorean for sale. Steve Powell, my friend and master mechanic, assisted me. I obtained DeLorean technical and service manuals and the new compendium of articles published over the last twelve years. I gave a copy to Steve and kept one for myself.

I was impressed with the absolute mechanical genius that I saw in Steve after he read about the car. We found a number of cars in West Virginia and western Pennsylvania. They all looked great at first glance. We went over each one very carefully. I came up with a check list of things to look at and used this as a partial guide to know the cost to bring any car up to high standards (see form on page 25).

FIXER-UPERS

Every car we found needed fixing. The best car needed about $4,000 worth of parts and labor to make it right. The worst car would have cost as much to fix as to buy. It was amazing to see such wonderful vehicles so poorly maintained. Rotten hoses, bad belts, bad window regulators, poor suspension, broken blowers, botched up rewiring jobs, etc. It was fun to talk to the owners. It was also interesting when someone tried to BS us about their car. Steve seemed to know everything about the car and nobody was able to slip anything past him.

I decided that my best course of action was to find a car that had been either perfectly maintained or restored and serviced by a professional. This limited my choices to a large degree since I could not find a car in the kind of condition I wanted. My choices were narrowed down to DeLorean One or Rob Grady. DeLorean One offered completely refurbished cars, but I would have to pay shipping or spend a lot of time to go and drive a car back myself. Rob Grady was much closer in New York and was highly praised by everyone I spoke with who had come in contact with him. After a number of conversations with Rob I flew to New York for a day to speak with him in person and look at some of the cars he had.

My choice came down to a car that had been in a wreck that he had pretty much completely refurbished and one that was in almost new condition that he had gotten out of an estate. I drove both vehicles, and fell in love with the nearly perfect car. It was almost the same as it had been in 1982. Rob and I came to an agreement on the car and he replaced the belts and hoses for me, put in a stainless coolant recovery bottle, changed the wipers, and did one final complete servicing.

While driving back from New York with my girlfriend Sally, we began to get an idea of what it is like to own a DeLorean. People talked to us about it when getting gas. We had fun parking it by the window of a restaurant we ate in and watching people mill around it and stare in admiration.

As soon as we returned to western Pennsylvania, I dropped Sally off and went to pick up my son, Matt. He was thrilled with the car and we had fun driving it home. Since then, there have been several mornings when I did not have to leave for work until 7:45 a.m. and drove Matt to school in the DeLorean. He is the only one in his school whose family has one and he is proud of it.

KEEPING THE CAR IN GOOD CONDITION

I have made it a point to drive my DMC at least once every other week. I keep my vehicles serviced and in top

CHECKLIST FOR PURCHASE

CAR: ______________ **INTERIOR COLOR:** ______________
YEAR: ______________ **TRANSMISSION (MANUAL/AUTOMATIC)** ______________
OWNER: ______________
ADDRESS: ______________
____
PHONE: ______________ **ASKING PRICE:** ______________
DIRECTIONS: ______________
____

ITEM		CONDITION	COST TO REMEDY
1.	TIRES		
2.	TUNE-UP		
3.	BRAKES		
	(DISCS AND PADS)		
4.	TRANSMISSION		
5.	TAIL LIGHTS		
	(CIRCUIT BOARD?)		
6.	DOOR LOCKS		
7.	WINDOW REGULATORS		
9.	HEADLINERS		
9.	FRONT FASCIA		
10.	REAR FASCIA		
11.	REAR LOUVERS		
12.	ENGINE COVER		
13.	SEATS		
14.	CARPETING		
15.	FLOOR MATS		
16.	AIR CONDITIONER		
17.	HOSES & CLAMPS		
18.	BELTS		
19.	RADIATOR		
20.	FUEL PUMP		
21.	HEADER BOTTLE		
22.	COOLING SENSOR SWITCH		
23.	PEDAL PADS		
24.	WIPER BLADES		
25.	WIPER MOTOR		
26.	WIPER SQUIRTER		
27.	ELECTRICAL SWITCHES		
28.	ALL LIGHTS		
29.	SHOCK ABSORBERS		
30.	WEATHER STRIPPING		
31.	DOOR GAS STRUTS		
32.	ENGINE STRUTS		
33.	LUGGAGE STRUTS		
34.	RADIUS ARM BOLTS		
35.	ALTERNATOR		
36.	MANUAL		
37.	EXTRA KEYS		
38.	BRAKE HYDRAULICS		
39.	STARTER		
40.	BLOWER MOTOR		
41.	ROTORS		

TOTAL COST TO BRING UP TO STANDARD: $ ______________
ADDITIONAL NOTES: ______________
____
____

condition and follow that pattern with the DeLorean. To keep the car working properly, I occasionally drive it to work. The first day I drove it one of my co-workers came excitedly into my office. He said, "Fred, Fred, I know you're into cars and you've just got to see this. I don't know if you've ever seen one, but there's a DeLorean in the parking lot." I said I knew there was and that it was mine. He was shocked and we went out to look at the car together.

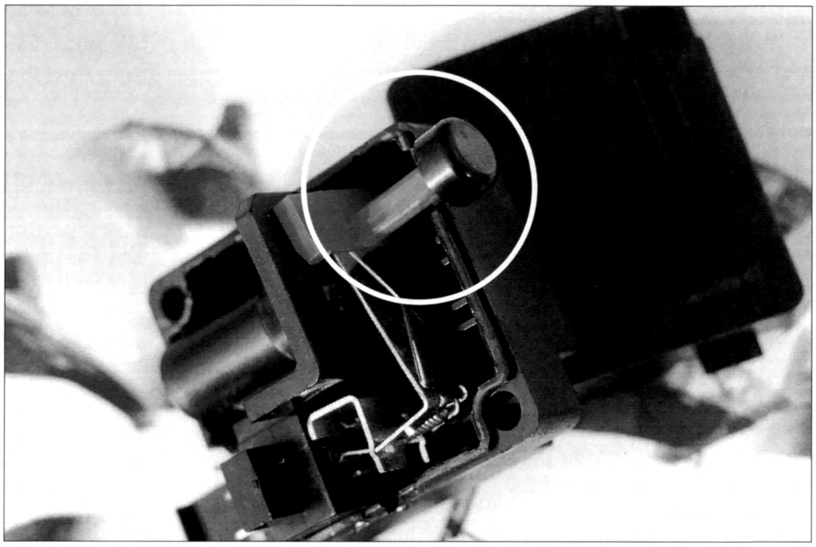
In short, the DeLorean is more fun to own and drive than the Corvette and, dare I say it, the Harley. I'm glad I made the move to one and wish I had room in my garage for another. Even now, I know that Rob Grady has another perfect car for sale. Buying from him was an excellent experience. Not only was he competent and honest, but since the purchase he has called a few times to make sure that the car is doing well.

The check list I developed is not perfect, but it did help to make objective evaluations. After seeing what needed to be done, and affixing a price to each part, we added in the labor cost to get a true picture of each vehicle. Perhaps this checklist will be helpful to others.

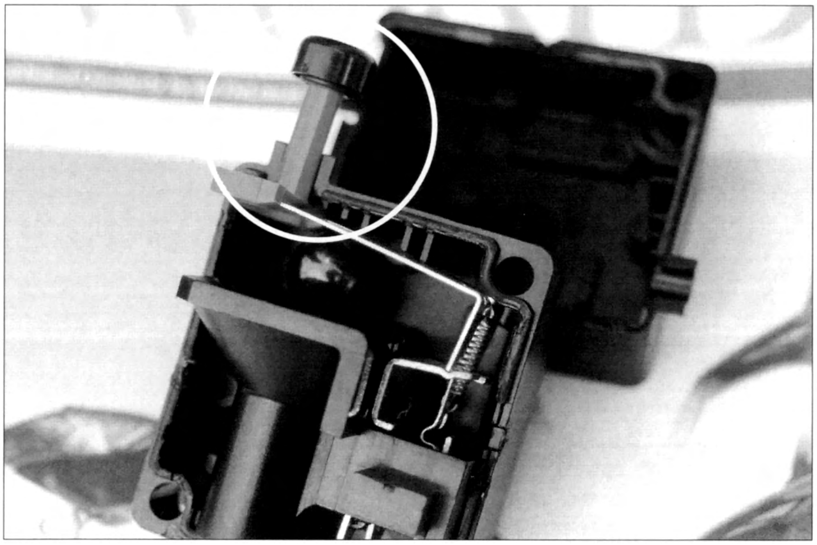
THE INERTIA SWITCH INSIDE OUT

Frank Lommen and Wendy Peeters, The Netherlands

Recently, I drove our DeLorean into a parking garage. It was quite a risky job to do because the down ramp was very steep and there was a good chance the front air dam would touch the floor. Fortunately, it didn't but the engine stalled. The fuel pump had stopped running, and it took me about half an hour to find out that my inertia switch had burned out. I removed the plug from the box and made a bypass wire which I installed so I could still drive.



Picture 1 (above): Normal, rest position.
Picture 2 (below): After impact, plunger is up.



WHERE TO FIND THE SWITCH?

It is always located in the driver's footwell, either attached to the pedal box, near the lambda service counter, or behind the hood release.

When I arrived home I took the occasion to open the defective switch to have a look inside. It is a very clever, though simple, design.

In picture "1", the switch is in its rest position (also called drive position). You can clearly see the plunger, which is down. Underneath it, there is a funnel that has a magnet hidden inside the plastic pipe in the center of it. Inside the funnel you can see an iron ball, which is kept in place by a magnet so that it can't escape the magnetic field during normal driving.

The plunger is connected to an electrical switch, located on the right side of the box. This switch has three connections: pump, ground, and door locks. Normally the switch grounds the fuel pump.

When a heavy shock is given to the switch, for example an impact on either side of the car, the iron ball escapes the magnetic field for a moment, and pushes the plunger up (picture "2"). The electrical switch flips over to the other contact and stays there, even when the iron ball rolls back into its funnel. As you can see, a little spring connects the plunger iron plate to a smaller piece of iron that makes the ground connection, thus releasing the door locks.

WHY DO SOME CARS HAVE DEFECTIVE INERTIA SWITCHES?

The iron plunger plate, connecting the plastic plunger to the switch, can disconnect from the plastic plunger, so the switch can't be reset.

In this switch, the middle connector at the bottom of the switch (picture "2") is no longer in line with the two outside connectors. Due to the high electric load, the plastic around this connector has melted and the contact has moved slightly away from the switch, so the fuel pump is no longer grounded.

WHAT TO DO IN CASE OF A MELTDOWN?

Make a bypass out of a piece of thick wire and two crimp-on connectors. Always keep it in your DeLorean in case the switch fails. Connect the left and middle contact, and your fuel pump will be humming again. If not, you have another problem. To diagnose this, refer to earlier issues of DeLorean World and your service manual. After bypassing the switch, reinstall a new one as soon as possible for your own safety. Don't forget to relocate the new switch behind the hood release, as outlined in recall action RA-00003 (see DeLorean World Vol. 5., No. 4).

ENTERING A CAR SHOW IN IDAHO

continued from page 15 ...

(I was told occasionally by various of the DeLorean's admirers that they knew someone who owns one of the cars, by both out-of-staters and locals — it was fun to compare notes and see if we knew the same people!) And probably my favorite question — where are the time circuits?!

A LOT OF MISCONCEPTIONS.

Some folks were certain the silvery skin was aluminum, many thought that parts would be difficult to obtain, others were sure it had a Ford or Chevy engine, and a few thought the car was still being produced!

There were many others, of course, questions and misconceptions both; a few were quite original, and others simply silly. Maybe the funniest was from a little boy who pointed at the open driver's door and hollered, "What's wrong with that car's door?!"

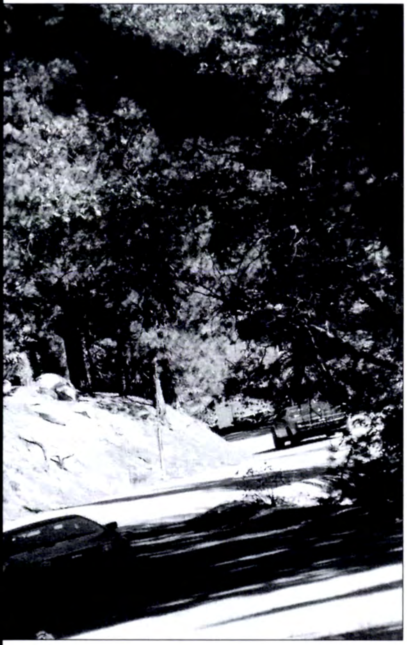
I relished talking with these many, many hundreds of people about the wonderful DeLorean. Their rabid enthusiasm for the car made me as happy as my car made them! People are genuinely impressed with this car, and I spoke at length to many of them, and in detail, about every aspect of it. For these people, the DeLorean is their dream car, too. I had never exhibited my DeLorean before; it was enormously satisfying being able to promote this very special car that has captured so many imaginations and hearts. Car shows will definitely be on my itinerary in the future!

TRADING AN OLD HOBBY FOR NEWFOUND EXCITEMENT!

By Jon Spurlin,
Northridge, GA

Have you ever heard the old adage about how things always come around (or run full circle)? Such is the case of one of my more enjoyable hobbies.

I started participating in rallies while in college in San Luis Obispo. They were great adventures and rather perplexing at times. But, I became so engrossed with them that I even wrote a few. It was a fantastic opportunity to drive through beautiful scenery and on unique roads; plus it was a very challenging mental game at the same time. I loved it! I ran the rallyes in a 1963 Ford Falcon, complete with an engine and suspension from a 1966 Mustang High Performance GT. I found it could out–corner Porsches and also easily outrun most cars on the road. Those were the days before radar! But, my beloved hobby abruptly ended with graduation from college.



My life was now moved down south again, with a job, a home and much less extra time. A bit later came the marriage, then, of course, children. My free time was dwindling.

THE LAST FEW YEARS MY YOUNGEST DAUGHTER HAS BECOME MY NUMBER ONE NAVIGATOR.

She absolutely loves going on the rallies, and I'm ecstatic to be back doing them. We usually run them in our DeLorean, and do rather well in our category.

It's great teaching her all the "tricks of the trade". She is a very integral part of our team and can now read a map under just about any condition. Initially she had to learn East from West without looking up and under extreme pressure doing the hurried calculations. She got one of their joke awards for this at a banquet – a compass!

The routes and instructions (and your car number) are handed out at a central meeting place prior to the rallye. At this point you also register and go through a compulsory technical inspection. Upon receiving the instructions, you take the opportunity to analyze the route. There are usually loops and misleading directions. It takes a lot of logic, calculations and a knack for sorting out the important clues from the nonrelevant notes. The Navigator barely gets a chance to look up from the maps and instructions, and is constantly calculating the distance and speed for the driver. An interesting point we discovered is that the navigator can also be cited by law enforcement, since she (or he) is the one directing the driver as to speeds. Also, if you get totally lost and try to make up for the lost time, tickets clocked at one hundred mph or over can cause the driver to be taken directly to jail. Not a happy ending for the rallye.

THE RALLIES USUALLY RUN DURING THE NIGHT TO AVOID TRAFFIC, AND LAST ANYWHERE FROM ABOUT FOUR TO EIGHTEEN HOURS.

It's a long haul, but once you're hooked, that's it! Most rallies have lots of mountain driving, mazes, and plenty of open road driving. It's divided into several legs, with course controls, standoffs and in markers throughout the rallye.

You register by class which consists of Expert, Regular and Novice. The higher you're rated, the less clues you receive. You are rated by time, and the goal is to go over the hose at each checkpoint at an exact point of time (measured in hundreds of minutes—not too exacting!). Hopefully you go forward over the hose, since coming in backwards is not looked upon well. When approaching the hose, you will sometimes find yourself "creeping". You cannot stop the car between the standoff and the in marker (hose).

Continued on page 38.

Fuel Tank Fixes!

Most DeLorean's have sat dormant for at least a year or two at some point in time since they were new. Stagnant fuel deteriorates over time and can cause damage to fuel system parts. These problems begin in the fuel tank but will spread throughout the fuel injection system. The longer your car sits the more extensive the problem becomes. If you don't know you car's entire service history we recommend a physical inspection of your fuel pump and tank. Call us and we'll be glad to advise you or your mechanic on inspection and repair procedures.

Having your VIN# handy will help us in suggesting the correct parts for any repairs that might be needed.

HOME OF **ZILLA**™

PERFORMANCE ELECTRONICS

PART NO.	DESCRIPTION	PRICE
110085G	Fuel Pump	**179.57**
110589G	Dome Nut (necessary for 1981 models)	**3.50**
110594	Banjo Fitting (necessary for 1981 models)	**7.83**
106977G	Copper Seal (two needed)	**.55**
106740	Harness, Fuel Pump	**11.14**
106684G	Cover Boot, Fuel Pump	**29.75**
101391G	Support Boot, Fuel Pump	**54.50**
1FPCKIT	HD Stainless Clamp Kit, F.P boot & hoses (5)	**19.85**
100523	Fuel Filter	**23.75**
1FPKIT	Fuel Pump Kit - Includes all the above plus stainless harness to pump mounting fasteners. These are the most commonly needed items but you should also check the parts in next column for damage.	**297.40**

PART NO.	DESCRIPTION	PRICE
106979	Upper Suction & Return Hoses (1 ea.) F.P	**10.93**
106286	Lower Return Hose, Fuel Pump	**12.73**
106287	Lower Suction Hose, Fuel Pump	**91.86**
110155G	Baffle Assembly, Fuel Tank Most cars before VIN#004782 need this new style baffle (supply limited)	**CALL**
101643G	Tank Screen, Fuel Pump (supply limited)	**CALL**
110555G	Tankzilla, Fuel Tank Sending Unit Improved accuracy and durability, no modifications needed	**275.00**

The following parts are no longer available but are prone to rust in the presence of sour fuel and water. We glass bead and replate them for like new durability and offer them on an exchange basis or apply a core charge. Call for information.

PART NO.	DESCRIPTION	PRICE
101644R	Support Bracket, F.P. Boot	**30.00**
105020R	Return Pipe, Fuel Tank	**20.00**
101394R	Fuel Filler Nozzle, Fuel Tank	**40.00**

P.J. GRADY INC.

118 MONTAUK HWY., WEST SAYVILLE, NEW YORK 11796

PJ Grady Inc.

DELOREAN SALES, PARTS, SERVICE AND RESTORATION

118 Montauk Highway, West Sayville, NY 11796

516-589-6224

Use Your:

VISA MasterCard

Most Orders Shipped Within 24 Hours!

The details make the big difference in a restoration.

Lately, a lot of DeLorean owners have been having their cars restored at DeLorean One. Not just repaired, but fully restored.

Complete restoration is smart for two very good reasons. It protects your investment and it gives you a reliable car you can drive with confidence.

DeLoreans have reached the age where restoration simply makes good sense whether or not you're planning to sell your car in the near future.

If you intend to sell your DeLorean shortly, a high quality restoration will really help.

If you want to get a reasonable price for your car, you'll probably have to sell it to a collector, and condition is everything to a collector.

Sure, there are plenty of run down DeLoreans out there for sale. We see them all the time. We pity the poor folks who buy them because, it will cost the new owners more to make them reliable than the cars are actually worth. Of course, knowledgeable collectors won't touch these cars with a ten foot pole.

Therefore, if you intend to sell your car in the near future for a fair price, you'll want to have it restored.

If you intend to keep your DeLorean, a thorough restoration will give you a reliable car you can drive anywhere.

Certainly, driving a car that could leave you stranded any time, anywhere isn't much fun, and the older our DeLoreans get, the more problems they have. So, many DeLorean owners have decided to stop driving them almost entirely. Instead, they go out and spend top dollar for a new car. This simply doesn't add up.

It makes a lot more sense to have your DeLorean restored. Then you can take advantage of its continual appreciation rather than buying a new Lexus, Honda, Cadillac or Mustang that instantly depreciates and continues to decline in value for years to come. Besides, you won't see yourself coming and going when you drive your DeLorean.

No other firm in the world has restored as many DeLoreans as DeLorean One.

When you have us do your restoration work, it will be done by experts who know the marque inside and out.

Just as importantly, our staff will be using original or better-than-original parts; many manufactured in Europe strictly for DeLorean One.

Consider joining our Preferred Client Program.

Hardly a day goes by that someone doesn't become a DeLorean One Preferred Client.

The benefits are significant and it's always good to have our kind of support behind you.

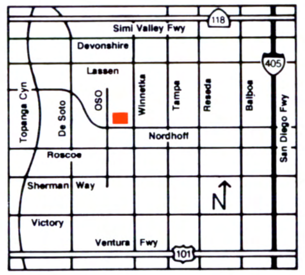
Our custom hauler is always on the move.

DeLorean owners around the country are having us pick up their cars in our enclosed hauler.

We'll bring in your car, repair it right and return it to you. Any where but Hawaii or Alaska.

All DeLorean parts and accessories shipped anywhere in the world.

If you've had problems with parts from other mail order sources, just give us a call. We'll help you out.



California
20229 Nordhoff Street
Chatsworth, CA 91311
(818) 341-1796

Our out-of-state, 24 hour,
toll-free phone number:
(800) DMC-HELP
International FAX
(818) 998-6381

DELOREAN ONE

IT MAY NOT BE TOO LATE TO SIGN UP FOR **EXPO '95**

Linda Porter, Activities Director

Those dates, Sept. 28 - Oct. 1, 1995 that seemed so far away a few months ago, are now just around the corner. It seems hard for me to believe that Expo '95 is finally here.

As I predicted, there have been a few detours along the way. Some of them have been interesting, other, a challenge. Planning the Las Vegas Expo has been both, but most of all, fun.

I've been to Las Vegas more in the last year than in the past five years! On my most recent trip, I took along a friend who had never been to Las Vegas. It was great fun to experience the sights and sounds through new eyes. But as often as I've traveled to that city in the last year, there is always something new to see. The next trip should be no exception.

Personally, I am looking forward to meeting and making new DeLorean Owners Association friends. I've attended two past Expos—Las Vegas in 1991 and Scottsdale in '92, so I have met some of you at these events. But we have many new members I have not met, and of course many long time members I've never had the pleasure of meeting.

So with that in mind, I've made my hotel reservations and signed up for the Expo events. There are still a few details to be taken care of at the last minute. That's always the case, whether the party is for 4 or 400!

Have a safe journey and I'll see you soon at the beautiful Rio Hotel in Las Vegas, Nevada.

Editor's Note: If you have not yet signed up, there still may be some openings within the size limits agreed to with the hotel. Call John or Joan Truscott at (805) 964-5296 to find out.

LAS VEGAS, A BRIEF HISTORY

Note: "Las Vegas" means "The Meadows" in Spanish

1829	Area discoverd by thirsty Spanish explorers
1855	First settlement, by Mormons
1905	Town established by real estate speculators
1911	City incorporated
1931	Hoover Dam construction starts
1931	Gambling legalized in Nevada, a coincidence?
1940	City population 8,400
1941	El Rancho Vegas, first hotel on the Strip opens. Burned in 1960, site opposite the Sahara still vacant
1946	Bugsy Siegel opens the Flamingo Hotel. State levies gaming tax.
1950	City population 24,600
1959	Convention Center opens
1960	City population 64,000
1966	Howard Hughes moves to penthouse at the Desert Inn
1970	City population 126,000
1977	Annual gaming revenues pass $1 billion mark.
1980	City population 165,000
1989	Mirage opens, first 3000 room hotel
1990	City population 258,000
1990	Excalibur opens, first 4000 room hotel
1993	Gaming revenues pass the $6 billion mark
1993	MGM Grand opens, first 5000 room hotel
1993	23 million people visit Las Vegas this year
1994	McCarran Airport handles 760 flights per day
1995	City population 323,000 including Robin McNeill

SIGHTS IN AND NEAR LAS VEGAS *selected by your Editor; readers are allowed to disagree*

"Glitter Gulch"—Fremont street downtown at night, take dark glasses • The "Strip" at night, for night owls • The Mirage Volcano - erupts every 15 minutes after dark, for St. Helens refugees • The Treasure Island Frigate Fight - every hour one of the ships sinks, for wannabe pirates • Caesar's Palace "Forum" shopping arcade and Roman Statues that come alive, for toga shoppers • Omnimax theater at Caesar's Palace, for adventure lovers • "Emerald City" at the MGM Grand, for OZ freaks • The sea wall behind the registration desk at the Mirage, for fishermen • The Car Museum at the Imperial Palace, it has a DeLorean, for car lovers • Water theme park at Circus Circus, for wet lovers • The white tigers at the Mirage, for animal lovers • King Tut's Tomb at the Luxor, for old lovers • Liberace Museum, for candle lovers • Hoover Dam, guided tour, for concrete lovers • Red Rock Canyon, for scenery lovers • Valley of Fire State Park, ditto • Mount Charleston Peak, for mountain lovers • The "Sports Book" at Caesar's Palace, for TV sports fans.

BAUERLE AUTOMOTIVE Inc.

COMPLETE DELOREAN SERVICE

(Central Ohio)

Fuel pump noise that won't go away?

– We have the cure –

Loose Steering?

We have remanufactured steering racks

Cracked Louvers?

We have the fix!

Preventive Maintenance
Repairs: Mechanical, Electrical, Brakes,
Steering, Suspension, A.C., Etc.
Accessories Installed
Wheel Alignments – Tire Balance
Twin Turbos Installed
Updates and Improvements Installed
Frame Rustproofing
ASE Certified Technicians

Radnor, Ohio 43066
(614) 595-3348

MasterCard VISA DISCOVER

YOUR DELOREAN IS BETTER SERVICED AT:

DMC
DeLorean
MOTOR CENTER

Performance by California's Best:

TAKE THE GUESSWORK OUT OF REPAIRS
11 YEARS OF DELOREAN FACTORY EXPERIENCE SAVES YOU MONEY!

DON STEGER
DeLorean Specialist
Owner and Shop Technician
Factory Trained

DMC DeLorean
Don

Specializing in:

- Preventive Maintenance (Most Important)
- Turbo Installations - Single & Twin
- Full transmission repair - Automatic and Standard - Send them & we will rebuild
- Glass Installation & Fiber glass repair
- Complete rebuilding & repair of engines
- DeLorean Collision Specialists
- Metal Finishing - Send your panels to have dents & scratches removed
- Modifications
- Frame Repair
- Custom Paint Jobs
- Computer alignment:
  Front caster and toe-in adjustable
  Rear camber and toe-in adjustable

CALL US FOR OUR SPECIALS

Days:	(714) 554-6794
Evenings:	(714) 537-7237
	(714) 554-2615
FAX:	(714) 554-0163

DELOREAN PARTS AVAILABLE FROM
OUR INVENTORY!
WE CAN SHIP PARTS . . . ANYWHERE.

MasterCard VISA

DeLorean Motor Center
13881 West Street, Garden Grove, California 92643
(4 miles south of Disneyland)

DeLorean Owners Association
MEMBER

Why Zilla?™

What else would you call Electronics Designed to Outlast a Stainless Steel Car?

Zilla's are **"Plug-in" Upgrades** for poorly performing or nonexistent control modules. NO Special Skills or Tools are required to install them. All you do is **Plug Them in !**

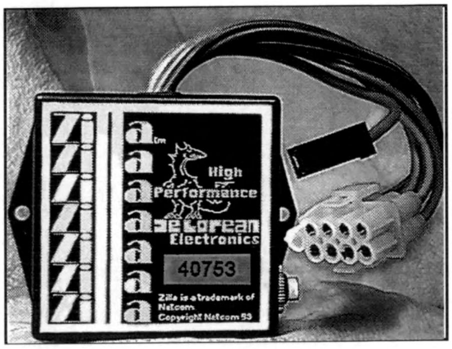
The Delorean is a Wonderful Machine that was designed for the Future, with 1970's technology. Many Electronic problems were left unresolved, because the solutions were not simple ones. Zilla Products are the result of *Today's Leading Edge Technology*, **Years of Research, Thousands of Hours of Engineering on each Unit and the Finest Craftsmanship Available.** We're so sure you'll be *Delighted*, your **Satisfaction is Guaranteed.**

LOCKZILLA™

Anyone can be locked in or out of their car without warning! ALL the door lock control modules produced by DMC contain serious design flaws. Just after locking or unlocking the doors, control modules can often latch up for a few minutes. The locks remain energized and the Door Solenoids overheat and burn a bit. The circuit breaker automatically opens and resets the system. This can go unnoticed for quite some time, because it's rare you unlock the door right after locking it. **When this happens, even Arnold Schwarzenegger wouldn't have enough strength to force the lock open.** DMC added a circuit breaker for safety but didn't solve the problem. **LOCKZILLA** not only cures the problem, but can also save what's left of your solenoids before they die and require door disassembly to change them.

$239

- **Flawless Operation**
- **Ends Lock-in / Lock-out**
- **Saves Solenoids**
- **Ends Mysterious, Dead Battery Syndrome**
- **Built-in Circuit Breaker**

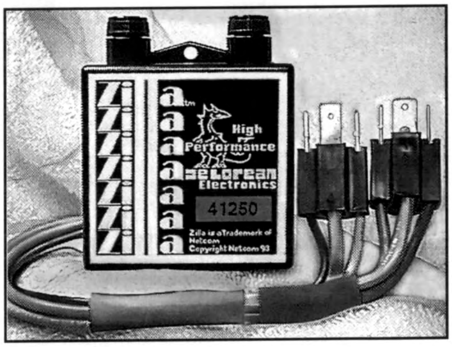


FANZILLA™

It's a shame the *DMC Legend Turbo* never made it into production. As a result, Engine **Power Robbing devices** like the Air Conditioning Compressor and Cooling Fans **throw off an annoying "Kick" when they cycle.** You feel it most at an idle, or in traffic, though at times it can even be felt when you're cruising at highway speeds. Some owners cope by turning off their AC! **FANZILLA** makes the AC invisible to Engine Performance by controlling the Switching of the Compressor and each of the two High Power Cooling fans separately. The result, **Smooth Power!**

$249

- **Eliminates Engine Kick**
- **May Prolong Life of the Alternator & Computers**
- **Minimizes Voltage Drops**
- **Restores Dash Fan Fail Warning Lamp**
- **Built-in Fan Fuse Assemblies**



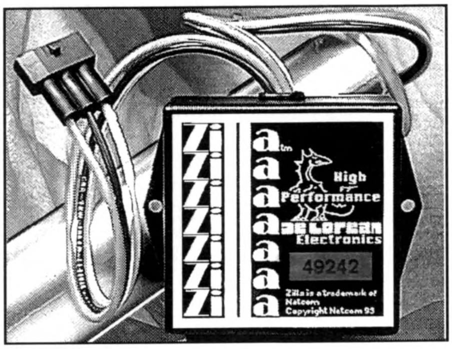
TANKZILLA™

Over the years, the large rubber boot that holds the fuel pump in the tank starts to decompose from exposure to bad gas. The Fuel Level Sender is slowly destroyed. **Availability of Fuel Tank Senders has become a major problem.** Though a replacement sender was finally found, it was not electrically compatible with the Delorean. Surprisingly, the car posses some very odd electrical characteristics that were rough to overcome. **TANKZILLA** solves these problems. All you do is plug it into the New and Dramatically Improved Tank sender and you're ready to go!

$329

Sender & Module

- **Accurate**
- **Module also Eliminates Premature Low Fuel Lamp Flashing**



Zillas are Trademarks of Netcom

AMPZILLA™

Coming Soon... Years in the making...Until Now, there was never a practical way to Install the *"State of the Art" Speaker System* the car always deserved. Practical considerations required extensive modification of the car and in many cases sacrificing precious cargo space. **AMPZILLA** is a **Very Powerful Integrated Amplifier and Speaker "Sound Wall".** It's a "Drop-in" replacement for the vertical carpeted panel in the rear cargo area. The car will NOT need any modifications. It doesn't take up Cargo Space, Sports an Original Equipment look and is covered by a *Luxurious* luggage resistant Black Steel Grill. *Truly High End for the Discerning.*

ZILLA Factory DIRECT

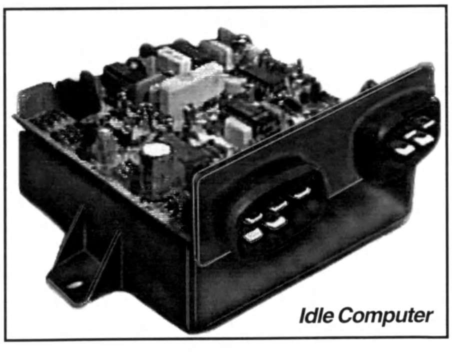
NETCOM
516 826 1808
Extension 6305

AUTHORIZED DEALER
PJ Grady Corp
516 589 6224

NONZILLA

Remanufactured IDLE COMPUTERS are now available with a Better Than New, Price and Warranty.

$185


Idle Computer

DE LOREAN MOTOR COMPANY

We are now DMC of Houston with a trained staff that offers courteous & knowledgeable technical assistance worldwide.

Give us a call or fax for any parts, or service needs.

DMC provides National and International pick-up and delivery.

We also offer complete Delorean restoration and vehicle sales.

Looking forward to hear from you.

Sincerely,

Stephen Wynne

MasterCard VISA DISCOVER

DMC

10804 Roark Road, Houston, Texas 77099
(713) 568-9573 • (800) USA-DMC1
Fax (713)568-9386

CLASSIFIED

For Association Members Only
$.40 per word. Send typewritten ad with membership number and check made out to "DeLorean Owners Association." Mail to: Bob Weinreb, 19806 East Sunset Vista Road, Walnut, CA 91789-5320, (909) 598-0590.

MEMORABILIA

BTTF bump and go DeLorean with hover mode - $32; BTTF wireless R/C DeLorean - $70; BBTFII model kit - $40.00; BTTFII card set - $17; three color screen printed black T-shirts - $18; sweatsuits - $60; satin jackets - $60; assorted colored caps with DMC patch - $15; sterling DMC rings - $25; battery cut-off switch - $58; LED third brake light kit - $70; car label kits - $60; windshield sunshades - $58; NOS grey seat covers- $1200; includes shipping, call Gary, evenings, 7 - 10 PM EDT 201-473- 2832

The Back To The Future™... Fan Club

For all fans of the film series, the simulator rides, the animated cartoons, the celebrities of the series, the music in the films, and the DeLorean time machine vehicle. Membership dues are only $10.00 per year U.S. ($15.00 foreign), and include four issues of the ***Hill Valley Telegraph*** newsletter, a free BTTF membership kit, and BTTF merchandise ordering information. Please make checks or money orders payable to Stephen M. Clark, and mail to:

The Back to the Future™ Fan Club
11101 Cardinal Drive
Madison, AL 35758-5803
(205) 230-6288

Enhance value and enjoyment of your car. Have had the best selection of items and videos for over 10 years. Send want list or write for my catalog. Peter DeForest, 1001 Bridgeway # 724, Sausalito, CA. 94965

Association Summer Apparel Special! Black or Silver Association Logo Tee-Shirt, and Black or White Baseball Cap. Up to $30 Value! $20.00 for Med, Lg & XLg, or $23.00 for XXLg and XXXLg, plus $4.00 shipping and CA sales tax if applicable. **DeLorean Owners Association Products,** 1617 Del Valle Avenue, Glendale, CA 91208. FAX/Phone : (818) 547-3638 for credit card orders.

Association Tech Info Package! "The DeLorean - 1977 to 1993" book; "Back from the Future" video; "Tech Notes Reprint"; plus 5 DeLorean World issues of choice (except Limited Edition). $120 Value! $75.00 plus $8.00 shipping and CA sales tax if applicable. **DeLorean Owners Association Products,** 1617 Del Valle Avenue, Glendale, CA 91208. FAX/Phone : (818) 547-3638 for credit card orders.

Northern California Area — DeLorean Service and Repair — We specialize in all facets of DeLorean serrvice, repair, and body work. **Motoring Performance Foreign Auto Service, 1433 Mazda Drive, Walnut Creek, Ca. 94596 (510) 938-1646**

DELOREANS FOR SALE

1981 DeLorean, 13,720 Miles, Automatic, Black Interior, Always garaged. Excellent Condition, $17,000.00. Call Doug at (317) 888-8294 after 6:00 PM

1981 43000 Meticulously maintained miles, all service records. Very good condition. Five speed lowered, polished wheels, custom skirts, wing, red pin stripe. Make me a fair offer ... Wayne 602-867-9622 602-661-4980.

1981 DeLorean, S/N 3181 Sale by original owner. This collectible has only 81 miles. Black leather interior with a 5-speed transmission. This car has been professionally stored and maintained in a climate controlled environment. All books and original records. Sale price $21,500. Daytime phone EST 412-537-7768, fax 412-537-2477, after 6:00 p.m. 412-838-1274. Ask for Joe Policastro Sr.

1981 DeLorean, Vin# 5973, 7,800 miles, 5-speed, gray interior, perfect condition, auto show winner, best of class, last of the collectibles, serious inquiries only. $ 24,500. Michigan (810) 476-5493 call after 6:00 PM

1982 DeLorean—Meticulously gone over at DeLorean Service Center. Circumstances Forcing Sale. Asking $16,500. 419-238-3626 - OH.

1982 DeLorean, VIN #10097, Automatic, 7,000 miles, Stainless Steel Body, Mint Condition, Always Garaged, $21,000.00. Alan Gardner, M.D., 3500 Castlegate East Wynd, Lexington, Ky. 40502 (606) 266-7520

PARTS AND ACCESSORIES

NEW PARTS IN ORIGINAL BOXES.

Rear Facia	100311	$725.00
Bumpers	111598	$225.00
	100599	$400.00
Front Wheel	100426	$400.00
Spoiler	100632	$275.00
Windshield w/Antenna		$450.00
Muffler	100420	$315.00
Crossover Pipe	100418	$440.00
Tail Light		$100.00
Grill	100344	$330.00

OTHER PARTS ARE AVAILABLE, CALL (708) 629-3839

DELOREAN A/C HEATER BLOWER MOTORS WITHOUT FAN CAGE. REPLACES ORIGINAL EXACTLY. PLEASE SEND CHECK OR MONEY ORDER FOR $ 45.oo + $ 5.oo SHIPPING TO: MIKE STAHL, P.O. BOX 18036, HUNTSVILLE, AL. 35804 - SATISFACTION GUARANTEED

CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $147.85 plus $9.90 shipping. **COOLANT BOTTLE CRACKED?** If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $169.50 plus $10.50 shipping. **SPEEDOMETER** on your DeLorean not working? Rebuilt angle drives available now! Only $129.50 each plus $9.65 shipping. California residents add 8.25% Sales Tax. **DELOREAN ONE,** 20229 Nordhoff Street, Chatsworth, CA 91311. Call our toll free Hotline: **(800)DMC-HELP or (818) 341-1796.**

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 12, No. 4	**Oct. 1, 1995**
Volume 13, No. 1	**Jan. 1, 1996**

INTERESTED IN STARTING A CHAPTER IN YOUR AREA?

Contact:
Millie Bernstein
Area Chapter Director
9251 Vanalden Avenue
Northridge, CA 91324
(818) 993-0967

ADVERTISERS INDEX

Bauerle Automotive Inc.	*33*
Classifieds	*37, 38*
DeLorean Motor Center	*34*
DeLorean Motor Company	*36*
DeLorean One	*30, 31, 40*
DeLorean Owners Association	*2, 6, 8, 9, 10, 11*
DeLorean Specialties	*38*
P.J. Grady, Inc.	*30*
Turbo Manifold	*39*
Zilla	*35*

NOTICE!!!!

Please send all DeLorean World articles and photographs directly to the publisher:

Jan Detanna
12078 East Florence Ave.
Santa Fe Springs, CA 90670
310 944-4176
310 944-8209 fax

Because the acquisition of articles continues to be an ongoing problem, The Association is now offering $50.00 in payment to the author of any feature-length article that is published.

3
Minutes
PREPAID TELEPHONE CARD
NAT

JUST RELEASED
Limited Edition 1000 - Collectible
DELOREAN PREPAID PHONE CARDS
Contact
Tom Gomez, Board of Directors DELOREAN
11401 North Topanga Canyon Blvd., Suite 138
Chatsworth, CA 91311
$\$7^{00}$ per card
818-882-9626
or North American Telephone - TPA
1-800-864-4004
MEMBER

DeLoreans@goes.on.the.Internet

continued from page 19 ...

ting into this to promote their new movies through interactive games and short movie clips. There is even one promoting the Back to the Future Ride by MCA Entertainment. Businesses are setting up shop on the Web as it is fast, easy, and cheap to advertise and promote their products. You can even go shopping at the Internet Shopping Mall, where big and small companies have already set up shop on the web.

So the web is an endless string of information. It has no bounds and will take you boldly where everyone has gone before.

Oh, and to answer that question, no, there are no spiders in the web. ‘:-).

Click here to continue (just kidding).

How to contact the webmaster:
E-mail: Takeuchi@peak.org
Personal web page:
http://www.peak.org/~takeuchi/index.html
Home address: P.O. Box 993,
Corvallis, OR. 97339
Phone number: (503) 754-2807

SPEED RACING

continued from page 28 ...

So, I've had to "creep" the last hundred feet for over ten minutes. Not an easy thing—it also tends to burn up your clutch! Choices. We limped home happy. Some people attend the various rallies in a rental car, refusing to put the pressure on their own vehicle.

Most of our short rallies end up at a restaurant, while the longer rallies wind up at a hotel where we sack out for several hours, then attend a dinner or brunch—complete with awards. Along with finding out the final scores, there are a lot of joke awards given out. It's really a great experience, and the people are all there to have fun. I suggest it for anyone who is a bit inclined—You'll love it! There is such a comradeship between the rallye creators and attendees that it becomes like an extended family. You can't wait to get together again. The type of rallye we usually participate in is a map-based navigational rallye, otherwise known as a Monte Carlo Road Rallye. There are two other types of rallies: Gimmick rallies and Time and Distance Rallies.

If you really get addicted to rallies, go on and enter longer rallies such as the One Lap of California (it lasts 3 days), or consider the One Lap of America (it can last up to one week—pretty much non-stop). This combines endurance, racing on many of the national speedways around the country, and the rallying between the racetracks. It's a memorable experience you'll never forget.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending
CATALYTICS ONLY

TURBO MANIFOLD CO.
207 Ridge Road
Wheatley Heights, N.Y. 11798

TURBO HOTLINE: (516) 491-1248
FAX NO: (516) 491-1248

THINK TWIN TURBO.

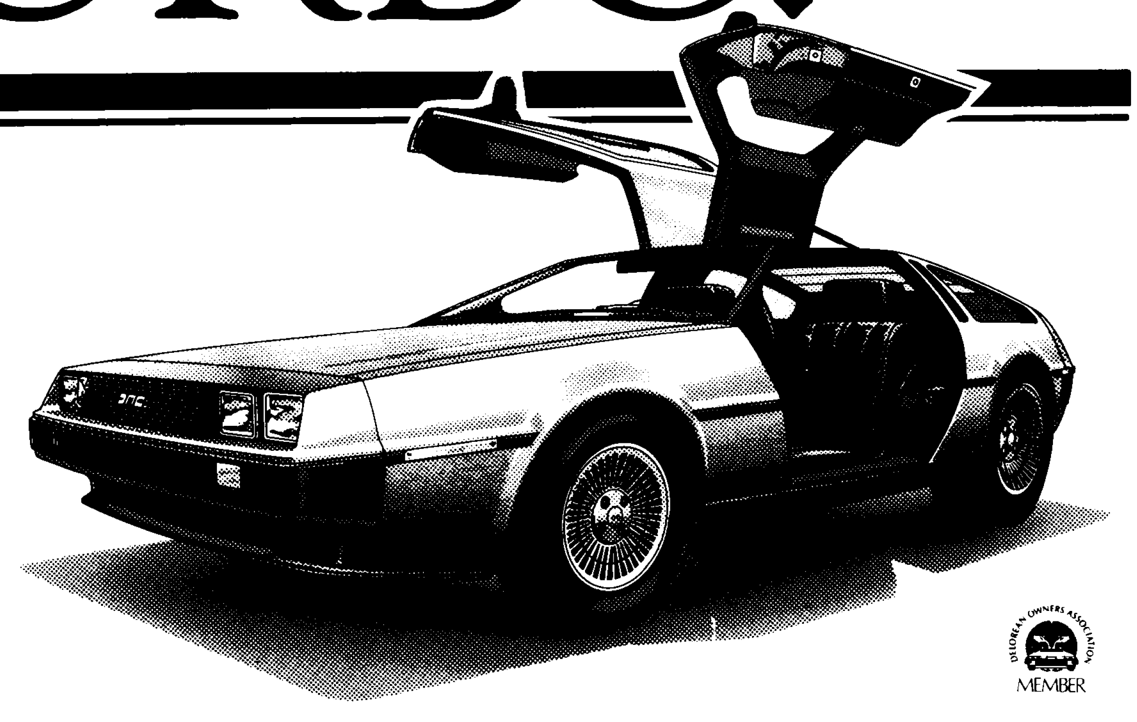
INSTALLATION FACILITIES:

Future Tech Automotive
1430 S W 12th Avenue
Pompano Beach, FL 33069
(305) 781-3843

Motivation Racing
2353 Santa Ana, Suite 30
Dallas, TX 75228
(214) 321-3907

Paradise Motorsport Service
63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

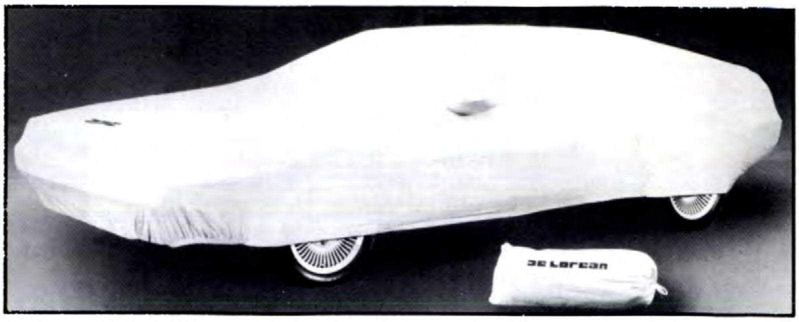


INSTALLATION FACILITIES
Swedish Automotive
800 S. Grand Avenue
Santa Ana, CA 92705
Phone (714) 972-1216

DeLorean Motor Center
13881 West Street
Garden Grove, CA 92643
Phone (714) 554-6794

Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

DELOREAN OWNERS ASSOCIATION
MEMBER



This probably won't be your first car cover, but it will be your last!

If you've bought cheap car covers, you've learned they can deface the surface of your car by chaffing against it or they can rust and corrode parts by holding in moisture. And some covers are so heavy you'd think they were invented by chiropractors. Then there's the broken fingernails and the sprained fingers.

Well, if your serious about car covers, we have a real treat for you. They're not inexpensive but they are unparalleled.

These covers are extremely resistant to the sun's UV rays. Their unique 3-layer construction and advanced materials block out moisture*, dust and pollutants while allowing condensation to escape. And they're very rot and mildew resistant.

The chiropractors won't like this feature, but these covers are very lightweight for easy handling and storage.

D1000010	Durable blend of polyester (65%) and cotton (35%)	**$178.50**
D6000010	Our Techlon water resistant cover Not waterproof, but as resistant as we can get it in a medium price cover.	**198.35**
D617404	Standard 3 Ply *Storm Resistant Car Cover	**369.70**
D622178	Supreme 3 Ply *Storm Resistant Car Cover (featuring heat sealed, taped interior panel seams for maximum resistance to rain, snow and moisture)	**469.90**
	shipping	13.90

*STORM RESISTANT RATING as specified in Federal Test Standard 191, Method #5524. (Less than 1 gram of water penetration is allowed using a shower head mounted 3 feet from the fabric spraying water for 5 minutes.)

DELOREAN ONE

24 hour, toll-free phone numbers:
(800) DMC-HELP
FAX: (818) 998-6381

20229 Nordhoff Street, Chatsworth, California 91311 (818) 341-1796

DELOREAN OWNERS ASSOCIATION
879 Randolph Road, Santa Barbara, CA 93111

BULK RATE
U.S. POSTAGE
PAID
Van Nuys, CA
Permit No. 357

ADDRESS CORRECTION
REQUESTED